



2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Final Environmental Impact Report

SCH#2020010204

prepared by

Association of Monterey Bay Area Governments

24580 Silver Cloud Court

Monterey, California 93940

Contact: Heather Adamson, Director of Planning

prepared with the assistance of

Rincon Consultants, Inc.

2511 Garden Road, Suite C-250

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Acronyms and Abbreviations

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily traffic
AF	acre feet
AFY	acre feet per year
AHC	anthropogenic hydrocarbons
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMBAG	Association of Bay Area Governments
APCD	Air Pollution Control Districts
APE	Area of Potential Effects
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BIOS	Biogeographic Information and Mapping System
BMP	Best Management Practices
BO	Biological Opinion
BRA	Biological Resource Area
BRT	bus rapid transit
CAA	Clean Air Acts (state and federal)
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officer's Association
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCAA	California Clean Air Act

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CCC	California Coastal Commission
CCCC	California Climate Change Center
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CGS	California Geological Survey
CH ₄	methane
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRDPH	County of Riverside Department of Public Health
CRHR	California Register of Historic Resources
CRPR	California Rare Plant Rank
CSUMB	California State University Monterey Bay
CTP	California Transportation Plan
CVMP	Carmel Valley Master Plan
CVMT	congested vehicle miles traveled
CVP	Central Valley Project
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relationships
dB	decibels
dBA	A-weighted decibels
DC	direct current
DDD	Dichlorodiphenyldichloroethane

DOC	Department of Conservation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DPS	Distinct Population Segment
DWR	Department of Water Resources
EIR	environmental impact report
EMFAC	emission factors
EO	Executive Order
ESU	Evolutionary Significant Unit
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
FCAAA	Federal Clean Air Act Agreements
FEMA	Federal Emergency Management Administration
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FORA	Fort Ord Reuse Authority
FPPA	Federal Farmland Protection Act
FRAP	Fire and Resource Assessment Program
FSZ	Farmland Security Zone
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Plan
GHG	Greenhouse Gas
GSA	groundwater sustainability agencies
GWP	Global Warming Potential
HAP	Hazardous Air Pollutant
HCP	Habitat Conservation Plan
HEPA	high-efficiency particulate air
HERS	Home Energy Rating Systems
HFC	hydrofluorocarbon

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HMBP	Hazardous Materials Business Plan
HMMP	Habitat Mitigation and Monitoring Plan
HRA	health risk assessment
HRI	Historic Resources Authority
HUD	Department of Housing and Urban Development
HV	heating and ventilation
IPCC	United Nations Intergovernmental Panel on Climate Change
ITC	Intermodal Transportation Center
ITP	Incidental Take Plan
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Program
Ldn	day-night average sound level
Leq	equivalent noise level
LEV	Low Emissions Vehicle
LNG	liquefied natural gas
LOS	Level of Service
L RTP	Long Range Transportation Plan
LSAT	Land Surface Air Temperature
LTA	San Benito County Local Transit Authority
LUP	land use plan
MBARD	Monterey Bay Air Resources District
MBSST	Monterey Bay Scenic Trail
MERV	minimum efficiency reporting value
METRO	Santa Cruz Metropolitan Transit District
MMT	million metric tons
MPO	metropolitan planning organization
MPWMD	Monterey Peninsula Water Management District
MPWSP	Monterey Peninsula Water Supply Project
MST	Monterey-Salinas Transit
MTBE	methyl tertiary butyl ether
MTIP	Metropolitan Transportation Improvement Program

MTP/SCS	Metropolitan Transportation Plan and Sustainable Communities Strategy
N ₂ O	nitrous oxides
NAAQS	National Ambient Air Quality Standard
NAC	Noise Abatement Criteria
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHC	Natural Hydrocarbons
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOC	notice of completion
NOD	notice of determination
NOEP	National Ocean Economics Program
NOP	notice of preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OCEN	Ohlone/Costanoan-Esselen Nation
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	(federal) Occupational Safety and Hazard Administration
Pb	lead
PFC	perfluorocarbons
PM	particulate matter (PM ₁₀ and PM _{2.5})
PPV	peak particle velocity
PRA	Paleontological Resources Assessment

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PSD	prevention of significant deterioration
PVWMA	Pajaro Valley Water Management Agency
RAMP	Regional Advance Mitigation Planning
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RMS	root mean square
ROG	reactive organic compound
RPM	revolutions per minute
RSL	Rural Services Line
RTDM	Regional Travel Demand Model
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWMG	Regional Water Management Group
SB	Senate Bill
SBtCOG	The Council of San Benito County Governments
SCCRTC	Santa Cruz County Regional Transportation Commission
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF ₆	sulfur hexafluoride
SGMA	Sustainable Ground Water Management Act
SO ₂	sulfur dioxide
SO _x	sulfur oxide
SR	State Route
SRA	Source Receptor Area
SSC	Species of Special Concern
STIP	Statewide Transportation Improvement Plan
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant

TAMC	Transportation Agency for Monterey County
TDM	transportation demand management
TDS	Total Dissolved Solids
THP	Timber Harvesting Program
TNM	Federal Highway Traffic Noise Model
TOD	transportation oriented development
TPZ	Timber Production Zone
TSM	Transportation System Management
U.S. EPA	United States Environmental Protection Agency
UCSC	University of California Santa Cruz
USACE	United States Army Corps of Engineers
USC	United States Code
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USL	Urban Services Line
VAVR	voluntary accelerated vehicle retirement
VKT	vehicle kilometers traveled
VMT	vehicle miles traveled
VOC	Volatile Organic Compounds
VPD	vehicles per day
VRV	voluntary repair of vehicles
WEAP	Worker Environmental Awareness Program
WMO	World Meteorological Organization
ZEV	Zero Emissions Vehicle

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None.

Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the Regional Transportation Plans (RTPs) for Monterey, San Benito, and Santa Cruz counties. This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

This Final EIR includes Responses to Comments on the Draft EIR and Partially Recirculated Draft EIR (Appendix H) and the text of the Draft EIR, revised based on responses to comments, the recirculated revisions, and other information. New text added or edited from the Draft EIR is shown in underline format. In instances where changes to the document involve changed facts or information, the deleted text has been left in ~~strikethrough~~ format.

Project Synopsis

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Project Description

This EIR has been prepared to examine the environmental effects of the Metropolitan Transportation Plan/Sustainable Communities Strategy (hereafter referred to as the 2045 MTP/SCS) and the Regional Transportation Plans (RTPs) for Monterey, San Benito, and Santa Cruz counties. The following is a summary of the full project description, which can be found in Chapter 2, *Project Description*.

The 2045 MTP/SCS covers the entire area of Monterey, San Benito, and Santa Cruz counties and includes all the incorporated cities and unincorporated communities contained therein. Refer to Figure 2-1 in Chapter 2, *Project Description* for a map of the project location. The three RTPs each cover the entire areas of their respective county. Capital improvement projects identified in the 2045 MTP/SCS and each of the county level RTPs are located on

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State highways, county roads and locally owned streets, as well as on transit district property, and public utility lands.

Project Characteristics

The 2045 MTP/SCS and county level RTPs are an update to the 2040 MTP/SCS/RTPs which were adopted in June 2018. The updates from the 2040 MTP/SCS and county level RTPs consisted of: updating the growth forecasts from 2015-2040 to 2015/2020-2045; updating project cost estimates; updating revenue assumptions; and minor changes to transportation project lists. The MTP/SCS vision, policies, and goals have not changed, nor have most of the performance metrics. However, the GHG reduction targets established by CARB for AMBAG have increased.

The 2045 MTP/SCS and county level RTPs ~~plans~~ address how the AMBAG region will meet its transportation needs for the period through 2045, considering existing and projected future land use patterns as well as population and job growth. The 2045 MTP/SCS estimates nearly \$13.3 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, aviation, as well as transportation demand management (TDM) measures and transportation systems management (TSM).

The 2045 MTP/SCS is based on a preferred land use and transportation scenario which defines a pattern of future growth and transportation system investment for the region emphasizing a transit oriented development and infill approach to land use and housing. Population and job growth are allocated principally within existing urban areas near public transit. Table 2-1 in Chapter 2, *Project Description*, is the projected population growth within the AMBAG region. The preferred land use and transportation scenario are based on the most recent planning assumptions, and consider local general plans and other factors such as updated specific plans and recently completed transportation planning studies.

Transportation projects and the preferred land use pattern that are included in the 2045 MTP/SCS are shown in Figure 2-2 through Figure 2-8 of the *Project Description*. Chapter 4 of the 2045 MTP/SCS describes the proposed SCS, with Chapter 5 identifying the metrics to quantify the transportation, environmental, economic and equity benefits of the Plan. Appendix G of the 2045 MTP/SCS highlights the performance of the MTP/SCS for 2045. The performance of the Revenue Constrained network is compared in Appendix G to other network scenarios, such as 2020 Baseline and 2045 No Project.

The 2045 MTP/SCS preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway capacity, local street improvements, active transportation, and transit investments, as well as transportation demand management and system management to serve a more concentrated urban growth pattern.

The 2045 MTP/SCS is organized into seven chapters plus an Executive Summary:

- *Executive Summary.* Includes an overview of the 2045 MTP/SCS, the preferred scenario and its performance, an explanation of the planning process and the allocation of transportation funding.
- *Chapter 1 – Vision.* Discusses legal authority, the overall purpose of the 2045 MTP/SCS and transportation-related issues and challenges faced by the region.
- *Chapter 2 – Transportation Investments.* Defines how to make the most out of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and demand and system management strategies. The transportation investments are intended to provide more safe and efficient travel choices for the region’s residents, businesses, and visitors. The transportation investments included in this chapter are consistent with the transportation investments included in the county level RTPs.
- *Chapter 3 – Financial Plan.* The financial plan presents funding strategies that are reasonably available by 2045.
- *Chapter 4 – Sustainable Communities Strategy.* Describes how the SCS was developed, identifies the land use and transportation connection, identifies the transportation system and programs, discusses resource areas and farmland, methods to accommodate the region’s housing needs, how AMBAG will meet GHG reduction targets and implementation strategies.
- *Chapter 5 – Performance Measures.* Introduces the concept of performance measures as they relate to accomplishing the 2045 MTP/SCS goals while meeting social equity responsibilities.
- *Chapter 6 – Public Participation.* Provides a public participation process including methods for engaging the community and local jurisdictions in the development of the 2045 MTP/SCS.
- *Chapter 7 – Glossary.* Identifies key terms and their definitions.
- *Appendices.* The appendices include the following:
 - A. Regional Growth Forecast
 - B. Financial Plan
 - C. Project List
 - D. Public Participation and Consultation
 - E. SCS Documentation
 - F. Travel Demand Model and Land Use Model Documentation
 - G. Performance Measures
 - H. Complete Streets Guidebook

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- I. SCS Maps
- J. MTP Checklist

Of these seven chapters, the Vision Element, Transportation Investments, Financial Plan and Sustainable Communities Strategy (Chapters 1, 2, 3 and 4) are the four components that include provisions with the potential to create physical changes to the environment and are the primary focus for analysis in this EIR. These chapters are described in more detail in Chapter 2, *Project Description*.

Project Objectives

The 2045 MTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2045. AMBAG began developing the 2045 MTP/SCS by confirming the following goals and policy objectives:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

It is AMBAG's intent that the goals and policy objectives be supported by the individual RTPs prepared by Monterey, San Benito, and Santa Cruz counties. The goals, policies and objectives that create the framework for each RTP that comprise the MTP are summarized below.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following three alternatives. Based on the alternatives analysis, Alternative 3 was determined to be the environmentally superior alternative.

- Alternative 1: No Project Alternative

- Alternative 2: Alternative Transportation Modes
- Alternative 3: Infill and Transit Focus

Alternative 1 (No Project Alternative) assumes that the transportation network would be comprised of committed transportation projects fully programmed through construction included in the MTIP for Fiscal Years 2020-2021 to 2023-2024 only. The growth in population, jobs, and homes would be the same as the growth forecast for the proposed 2045 MTP/SCS. This alternative assumes the same housing and employment growth as the 2045 MTP/SCS, but that growth would occur based on existing land use trends in the AMBAG region as opposed to more compact development envisioned by the 2045 MTP/SCS.

As described in Section 7, *Alternatives*, because of the increased land development outside of existing urbanized areas, Alternative 1 would result in more ground disturbance than the 2045 MTP/SCS. Consequently, compared to the 2045 MTP/SCS, Alternative 1 would have greater overall impacts to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, land use, noise, transportation, and tribal cultural resources.

Alternative 2 (Alternative Transportation Modes) is designed to reduce VMT by providing or promoting alternative transportation modes in advance of or in conjunction with projected population and employment growth in the AMBAG region through 2045. Alternative transportation includes walking, bicycling, and transit. This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS.

However, unlike the 2045 MTP/SCS, this alternative focuses on prioritizing transportation investments toward all alternative modes of transportation projects first, such as local transit projects and active transportation projects. Active transportation projects would include construction of bicycle lanes and bicycle/pedestrian amenities. The goal of this alternative is to build these projects first and to use as much of the transportation funding available for these alternative transportation modes projects. Under this alternative, investment would be focused on closing transit gaps by enhancing local transit bus service rather than interregional or long-distance services. Examples of active transportation projects include bicycle lanes and pedestrian facilities, such as the planned bicycle/pedestrian crossing over Highway 1 in Santa Cruz and the Fort Ord Regional Trail and Greenway (FORTAG) project in Monterey County. Additional projects would include installation of Class IV bike lanes as part of the Reservation Road Cycle Track (MON-MAR070-MA) and installation of the Esquiline Road Pedestrian Crossing (MON-MYC329-UM) in Monterey County; installation of a San Juan Bautista Historic Park Bike Lane (SB-SJB-A21) and the Monterey Street Bike Route (SB-SJB-A22) in San Benito County; and the Capitola Village Multimodal Enhancements – Phase 2/3 (SC-CAP-P04b-CAP) and the Glen Coolidge Drive/Highway 9 Bike Path (SC-CO-P40-USC) in Santa Cruz County. This alternative includes more than \$1.4 billion more funding for active transportation and transit projects than the proposed 2045 MTP/SCS. These include active transportation projects that were not included in the proposed 2045 MTP/SCS as well as

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additional local bus, bus rapid transit, and light rail projects. This alternative includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS.

As described in Section 7, *Alternatives*, Alternative 2 would result in the same development pattern as the 2045 MTP/SCS. As such, this alternative would result in the same conflicts with land use plans, policies, and regulations as the 2045 MTP/SCS. Alternative 2 would result in mostly similar impacts, with some reduced impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, and tribal cultural resources.

Alternative 3 (Infill and Transit Focus) is designed to reduce VMT by locating the places where people work and live within urban centers and close to regional transit. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2045 MTP/SCS, but with more compact and mixed land uses. Overall, this alternative incorporates less dispersed land use and development than the proposed MTP/SCS. This alternative includes a more compact growth footprint and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in VMT. For instance, this alternative relies on a higher amount of housing, especially near regional and interregional transit, than the market currently supports. This alternative also assumes increased telecommuting for those industries where telecommuting is feasible, such as in financial and professional services and/or public sector jobs. This alternative assumes more investment (\$2.2 billion) in transit infrastructure and services and less investment in local streets, roads, and highways compared to the proposed 2045 MTP/SCS. Transportation projects in this alternative would include Highway 68 Corridor Transit Improvements (MON-MST019-MST), the TAMC Monterey Branch Line Light Rail Phase I (MON-TAMC001-TAMC), the Rail Extension to Monterey County – Phase 2 (MON-TAMC014), Pajaro/Watsonville Station (MON-TAMC014-TAMC), and the TAMC Rail Extension to Monterey County – Phase 3, Castroville Station (MON-TAMC015-TAMC015) in Monterey County; increased service of the passenger rail to Santa Clara County (SB-LTA-A53) in San Benito County; and the implementation of public transit on the Watsonville – Santa Cruz Rail Corridor (SC-RTC-P02-RTC) in Santa Cruz County.

As discussed in Chapter 7, *Alternatives*, overall impacts to the following resources would be reduced under Alternative 3: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change). As described in Section 7, *Alternatives*, Alternative 3 is the environmentally superior alternative, assuming all environmental issue areas are weighted equally.

Refer to Chapter 7, *Alternatives*, for the complete alternatives analysis.

Areas of Known Controversy

The EIR scoping process identified few areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received are summarized in

Table 1-1 of Chapter 1, *Introduction*. Several attendees of the scoping meetings voiced concerns pertaining to traffic congestion and level of service. Traditionally, traffic congestion was evaluated as an environmental impact in CEQA documents, but it is no longer a CEQA impact and has been replaced by VMT as the metric for evaluating transportation impacts.

Issues to be Resolved

Issues to be resolved include the choice among alternatives, and the nature of mitigation measures to be adopted.

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the direct environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). (Cumulative impacts of the proposed project are discussed in Section 6.4.) ~~Although distinct from mitigation measures, project design features (PDFs) are also listed because they will be included as conditions of approval by the City to avoid potential biological and geological impacts.~~ Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be adopted if the project is approved per §15093 of the *State CEQA Guidelines*.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

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Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure(s)	Impact
Aesthetic and Visual Resources		
Impact AES-1. Proposed transportation improvement projects and land use projects envisioned by the 2045 MTP/SCS would have a substantial adverse effect on scenic vistas and substantially damage scenic resources within a state scenic highway. This would be a significant and unavoidable impact.	AES-1(a) Discouragement of Architectural Features that Block Scenic Views. Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features. AES-1(b) Tree Protection and Replacement. New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. The implementing agency of a particular 2045 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.	Significant and Unavoidable
Impact AES-2. Proposed transportation improvement projects and land use projects envisioned by the 2045 MTP/SCS would substantially degrade existing visual character in the AMBAG region. This would be a significant and unavoidable impact.	AES-2 Design Measures for Visual Compatibility. The implementing agency shall require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include: ▪ Siting or designing projects to minimize their intrusion into important viewsheds; ▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted; ▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade; ▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements); ▪ Protecting or replacing trees in the project area; ▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and Designing new structures to be compatible in scale, mass, character and architecture with existing structures.	
Impact AES-3. Proposed transportation improvement projects and land use projects envisioned by the 2045 MTP/SCS would create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. This would be a significant and unavoidable impact.	AES-3(a) Roadway Lighting. Roadway lighting shall be minimized to the extent possible, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. AES-3(b) Lighting Design Measures. As part of planning, design and engineering for projects, implementing agencies shall ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following: ▪ Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used. ▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site. ▪ Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes. Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. AES-3(c) Glare Reduction Measures. Implementing agencies shall minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as: ▪ Planting trees along transportation corridors to reduce glare from the sun; ▪ Creating tree wells in existing sidewalks; ▪ Adding trees in new curb extensions and traffic circles; ▪ Adding trees to public parks and greenways; ▪ Landscaping off-street parking areas, loading areas and service areas; ▪ Limiting the use of reflective materials, such as metal;	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	▪ Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry; ▪ Screening parking areas by using vegetation or trees; ▪ Using low-reflective glass <u>where feasible</u>; and ▪ Complying with applicable general plan policies or local controls related to glare ▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.	
Agriculture and Forestry Resources		
Impact AG-1. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, or conflict with existing zoning for agriculture or a Williamson Act contract. This would be a significant and unavoidable impact.	AG-1 Impact Avoidance and Minimization. Implementing agencies shall implement measures, where feasible based on project-and site-specific considerations, that include, but are not limited to those identified below. ▪ Require project relocation or corridor realignment, where feasible, to avoid Important Farmland, agriculturally-zoned land and/or land under Williamson Act contract; ▪ Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include washing construction equipment before bringing equipment on-site, using certified weed-free straw bales for construction BMPs, and other similar measures. ▪ Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or projected land use pattern included as a part of the MTP/SCS; ▪ Maintain and expand agricultural land protections such as urban growth boundaries; ▪ Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; ▪ Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Important Farmland; and/or ▪ Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
Impact AG-2. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would not conflict with existing zoning for forest land, timberland, or timberland production, nor result in the loss of forest land or convert forest land to non-forest uses. Impacts would be less than significant.	None required.	Less than Significant
Air Quality and Health Impacts/Risks		
Impact AQ-1. The 2045 MTP/SCS would not conflict with or obstruct implementation of the AQMP. Impacts would be less than significant.	None required.	Less than Significant
Impact AQ-2. Construction of proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would result in a cumulatively considerable net increase in PM ₁₀ or ozone precursor emissions. Impacts would be significant and unavoidable.	AQ-2(a) Application of MBARD Feasible Mitigation Measures. For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2045 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used. ▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. ▪ Prohibit all grading activities during periods of high wind (over 15 miles per hour). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area. ▪ Haul trucks shall maintain at least 2'0" of freeboard.	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Install wheel washers at the entrance to construction sites for all exiting trucks. ▪ Pave all roads on construction sites. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Limit the area under construction at any one time. ▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance). AQ-2(b) Diesel Equipment Emissions Standards. The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. AQ-2(c) Electric Construction Equipment. The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.	
Impact AQ-3. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would result in a cumulatively considerable net increase of PM₁₀. Long-term operational impacts related to PM₁₀ emissions would be significant and unavoidable.	AQ-3(a) PM₁₀ Emissions Reduction. To help reduce regional PM₁₀ emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall: a. Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter. b. Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding. c. Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures. AQ-3(b) Long-term Regional Operational Emissions. Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should, implement long-term operational emissions reduction measures. Such reduction measures include the following: ▪ Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, <i>Architectural Coatings</i>. ▪ Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. ▪ Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development. ▪ Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. ▪ Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following: ▫ Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to indoor reduce <u>indoor</u> pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects. ▫ Use air filtration devices rated MERV-13 or higher. ▫ Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting. ▪ Use daylight as an integral part of lighting systems in buildings. ▪ Use passive solar designs to take advantage of solar heating and natural cooling. ▪ Install light colored “cool” roofs, cool pavements. ▪ Install solar and tankless hot water heaters. ▪ Exclude wood-burning fireplaces and stoves. ▪ Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and	

Impact	Mitigation Measure(s)	Impact
	public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities. ▪ Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).	
Impact AQ-4. Implementation of the 2045 MTP/SCS would expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.	AQ-3(b) Long-term Regional Operational Emissions. See Impact AQ-3 for mitigation measure.	Significant and Unavoidable
Impact AQ-5. Future growth and development facilitated by the 2045 MTP/SCS land use scenario would expose sensitive receptors to substantial hazardous air pollutant concentrations. Impacts would be significant and unavoidable.	AQ-5 Health Risk Reduction Measures. Transportation implementing agencies shall, or can and should, implement the following measures: ▪ Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations. ▪ If impacts result in increased risks to sensitive receptors above the MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below the MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed. ▪ AMBAG will partner with MBARD and other implementing agencies to develop a program to retrofit existing residential buildings and other sensitive land uses (as defined by CARB) near freeways or roadways where health risk impacts exceed MBARD significance thresholds with air filtration devices rated minimum efficiency report value (MERV) 13. ▪ Implement air pollution reduction strategies as described in Table 1 from the CARB <i>Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways</i> technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2045 MTP/SCS. In addition, consistent with the general guidance contained in CARB's <i>Air Quality and Land Use Handbook</i> (April 2005) and <i>Technical Advisory on Strategies to Reduce Air pollution Exposure Near</i>	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	<i>High-Volume Roadways</i> (April 2017)–Appropriate, <u>appropriate</u> measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include: ▪ Avoid siting new sensitive land uses within 500 feet of a freeway or railway. ▪ Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers. ▪ Do not locate sensitive receptors near the entry and exit points of a distribution center. ▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project. ▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). ▪ Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters should be used. Ongoing maintenance should occur. ▪ Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. ▪ Maintain positive pressure within the building. ▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. ▪ Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. ▪ Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.	

Impact	Mitigation Measure(s)	Impact
	Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.	
Impact AQ-6. Implementation of the 2045 MTP/SCS would not result in other emissions (such as those leading to odors) adversely impacting a substantial number of people. Impacts would be less than significant.	None required.	Less than Significant
Biological Resources		
Impact BIO-1. Implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would have substantial adverse impacts on special-status plant and animal species, either directly or through habitat modifications. Impacts would be significant and unavoidable.	BIO-1(a) Biological Resources Screening and Assessment On a project by project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following mitigation measures [BIO-1(b) through BIO-1(j)] shall be incorporated only as applicable into the BRA for projects where specific resources are present or may be present and impacted by the project. BIO-1(b) Special-Status Plant Species Surveys. If completion of the project specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, mitigation measure BIO-1(c) shall apply.	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	BIO-1(c) Special-Status Plant Species Avoidance, Minimization and Mitigation. If state- or federally listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to mitigation measure BIO-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply. If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2045 MTP/SCS, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval. BIO-1(d) Endangered/Threatened Animal Species Habitat Assessment and Protocol Survey. If the BRA determines that suitable habitat may be present for federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals. Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable. If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure BIO-1(e) shall apply. BIO-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation. If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat. Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be	

Impact	Mitigation Measure(s)	Impact
	combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions. If on and/or off site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval. BIO-1(f) Endangered/Threatened Species Avoidance and Minimization During Construction. The implementing agency shall apply the following measures to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (measure BIO-1[a]). ▪ Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction. ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing. ▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species. ▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a	

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Impact	Mitigation Measure(s)	Impact
	minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented. ▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS. ▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system. ▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. ▪ All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. ▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel. ▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. ▪ At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. BIO-1(g) Non-Listed Special-Status Animal Species Avoidance and Minimization. Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special-status animal species: ▪ Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction. ▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.	

Impact	Mitigation Measure(s)	Impact
	▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. ▪ If special-status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special-status bats, in consultation with the CDFW, where suitable roosting habitat is present. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step. ▫ If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately. ▫ If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts shall be determined through consultations with the CDFW. ▫ If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site. BIO-1(h) Preconstruction Surveys for Nesting Birds. For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities. A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively. If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant	

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Impact	Mitigation Measure(s)	Impact
	landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use. A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction. BIO-1(i) Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities, all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project.	
Impact BIO-2. Implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would result in substantial adverse impacts on sensitive habitats, including sensitive natural communities, and state and federally protected wetlands. This impact would be significant and unavoidable.	BIO-2(a) Aquatic Resources Delineation and Impact Avoidance. If the results of measure BIO-1(a) indicates projects implemented under the 2045 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure B-2(f). BIO-2(b) Wetlands, Drainages, and Riparian Habitat Restoration. Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and submittal to the agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank. BIO-2(c) Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types. BIO-2(d) Sensitive Natural Community Avoidance and Mitigation. If the results of measure BIO-1(a) indicates projects implemented under the 2045 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible. If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency. BIO-2(e) Invasive Weed Prevention and Management Program. Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication. The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species: ▪ During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species. ▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal. ▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed. ▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project. ▪ All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas.	

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	BIO-2(f) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction. The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat: ▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas. ▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project. ▪ Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies. ▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site. ▪ Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat. ▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.	
Impact BIO-3. Implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would substantially interfere with wildlife movement, including fish migration, and/or impede the use of a native wildlife nursery. This impact would be significant and unavoidable.	BIO-3(a) Project Design for Wildlife Connectivity. The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as: ▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals; ▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	▪ If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level; ▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures <u>such as overpasses, underpasses, culverts, etc.,</u> shall be incorporated into the project design as appropriate; and ▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements). ▪ <u>Vegetative buffers, consisting of California-native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.</u> BIO-3(b) Maintain Connectivity in Drainages. The implementing agency shall implement the following measures. Permanent structures shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor that would impede wildlife movement. In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete. If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place. BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife. The following construction best management practices shall be incorporated into all grading and construction plans to minimize temporary disruption of wildlife, which could hinder wildlife movement: ▪ Designation of a 20 mile per hour speed limit in all construction areas. ▪ Daily construction work schedules shall be limited to daylight hours only. ▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition. ▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week. ▪ No pets are permitted on project site during construction.	

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Impact BIO-4. Implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy. This impact would be less than significant.	None required.	Less than Significant
Impact BIO-5. Implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.	None required.	No impact
Cultural Resources		
Impact CR-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would cause a substantial adverse change in built environment cultural resources that are historical resources as defined in State CEQA Guidelines Section	CR-1 Historical Resources Impact Minimization. Prior to individual project permit issuance, the implementing agency of a 2045 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
15064.5. Impacts would be significant and unavoidable.	Standards. The evaluation shall comply with <i>State CEQA Guidelines</i> section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following: ▪ Realign or redesign projects to avoid impacts on known historic resources where possible ▪ If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings ▪ Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources	
Impact CR-2. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would cause a substantial adverse change in the significance of archaeological resources as defined in State CEQA Guidelines Section 15064.5. Impacts would be significant and unavoidable.	CR-2(a) Archaeological Resources Impact Minimization. Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. CR-2(b) Unanticipated Discoveries During Construction. If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section 61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American Tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.	
Impact CR-3. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS could disturb human remains. Impacts would be less than significant.	None required.	Less than Significant
Energy		
Impact E-1. Future transportation improvement projects and implementation of the land use scenario envisioned by the 2045 MTP/SCS would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of	None required.	Less than Significant

Impact	Mitigation Measure(s)	Impact
energy resources. This impact would be less than significant.		
Impact E-2. the 2045 MTP/SCS would not increase reliance on fossil fuels or decrease reliance on renewable energy sources. This impact would be less than significant.	None required.	Less than Significant
Impact E-3. The 2045 MTP/SCS would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.	None required.	Less than Significant
Geology and Soils		
Impact GEO-1. Implementation of proposed transportation improvements and future projects included in land use scenario envisioned in the 2045 MTP/SCS would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault, ground shaking, or seismic-related ground failure. Impacts would be less than significant.	None required.	Less than Significant
Impact GEO-2. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not cause	None required.	Less than Significant

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Impact	Mitigation Measure(s)	Impact
substantial soil erosion or loss of top soil. impacts would be less than significant.		
Impact GEO-3. Implementation of proposed transportation improvements and future projects included in the land use scenario in the 2045 MTP/SCS would be located on potentially unstable soils or in areas of lateral spreading, subsidence, or high liquefaction potential, or areas of expansive soil. Compliance with applicable regulations would reduce impacts to less than significant.	None required.	Less than Significant
Impact GEO-4. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS in rural areas may have soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems. Impacts would be less than significant.	None required.	Less than Significant
Impact GEO-5. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would directly or indirectly destroy a unique	GEO-5 Paleontological and Geologic Resources Impact Minimization. The implementing agency of a 2045 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
paleontological resource or site or unique geological feature. Impacts would be significant and unavoidable.	proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or could be considered a unique geologic feature, the following measures shall apply: ▪ Avoidance. Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot be implemented, the following measures shall apply. ▪ Paleontological Mitigation and Monitoring Program. A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications. ▪ Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. ▪ Paleontological Monitoring. Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. ▪ Salvage of Fossils. If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. ▪ Preparation and Curation of Recovered Fossils. Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific	

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Impact	Mitigation Measure(s)	Impact
	institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps. ▪ Final Paleontological Mitigation and Monitoring Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.	
Impact GEO-6. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not result in the loss of availability of known mineral resources of value or locally-important mineral resource recovery sites. This impact would be less than significant.	None required.	Less than Significant
Greenhouse Gas Emissions/Climate Change		
Impact GHG-1. Construction of the transportation improvement projects and development within future land use patterns envisioned by the 2045 MTP/SCS would generate a net increase GHG emissions by 2045 compared to baseline 2020 conditions. Impacts would be significant and unavoidable.	GHG-1 Construction GHG Reduction Measures. The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following: ▪ Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation; ▪ All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit; ▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	▪ Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible; ▪ Use of materials sourced from local suppliers; ▪ Recycling of at least 75 percent of construction waste materials; and ▪ Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.	
Impact GHG-2. Operation of the 2045 MTP/SCS would not generate a net increase in GHG emissions by 2045 compared to baseline 2020 conditions. Impacts would be less than significant.	None required.	Less than Significant
Impact GHG-3. Implementation of the 2045 MTP/SCS would not conflict with regional SB 375 per capita passenger vehicle CO ₂ emission reduction targets of 6 percent by 2035 from 2005 levels. Impacts would be less than significant.	None required.	Less than Significant
Impact GHG-4. Implementation of the 2045 MTP/SCS would conflict with the State's ability to achieve SB 32, EOs S-3-05 and B-55-18, and applicable local GHG reduction plan targets and goals. Impacts would be significant and unavoidable.	GHG-4(a) Transportation-Related GHG Reduction Measures. The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following: ▪ Installation of electric vehicle charging stations beyond those required by State and local codes ▪ Utilization of electric vehicles and/or alternatively-fueled vehicles in company fleet ▪ Provision of dedicated parking for carpools, vanpool, and clean air vehicles ▪ Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, <u>sidewalk connectivity</u>, and <u>accessible crosswalks</u>) if project site is located along an existing transit route	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	- Expansion of existing transit routes - Provision of employee lockers and showers - Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services) - Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules), for employees - Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. - Require new residential and commercial construction to install solar energy systems or be solar-ready - Require new residential and commercial development to install low flow water fixtures - Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch - Require new development to exceed the applicable Title 24 energy-efficiency requirements - Require new development to be fully electric	
Hazards and Hazardous Materials		
Impact HAZ-1. Proposed transportation improvement projects and land use projects included in the 2045 MTP/SCS may facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the	None required.	Less than Significant

Impact	Mitigation Measure(s)	Impact
environment. Impacts would be less than significant.		
Impact HAZ-2. Proposed transportation improvement projects and land use projects included in the 2045 MTP/SCS would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.	None required.	Less than Significant
Impact HAZ-3. The 2045 MTP/SCS includes land use projects and transportation projects that could occur on sites on the list of hazardous material sites compiled by Government Code Section 65962.5. Impacts would be significant and unavoidable.	HAZ-3 Site Remediation. If an individual project included in the 2045 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.	Significant and Unavoidable
Impact HAZ-4. Transportation improvement projects and land use development included in the proposed 2045 MTP/SCS located within an airport land use plan or within two miles of a public or public use airport would not result in a safety hazard or	None required.	Less than Significant

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Impact	Mitigation Measure(s)	Impact
excessive noise for people residing or working in the project area. Impacts would be less than significant.		
Impact HAZ-5. Land use development and transportation projects included in the 2045 MTP/SCS would not impair implementation or physically interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.	None required.	Less than Significant
Hydrology and Water Quality		
Impact HWQ-1. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not violate water quality standards or waste discharge requirements, and would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation. Impacts would be less than significant.	None required.	Less than Significant
Impact HWQ-2. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not substantially deplete	None required.	Less than Significant

Impact	Mitigation Measure(s)	Impact
groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded or conflicts with sustainable groundwater management plans would result. Impacts would be less than significant.		
Impact HWQ-3. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not substantially alter existing drainage patterns such that they would substantially increase the rate or amount of surface runoff or create or contribute runoff water which would exceed the capacity of stormwater drainage systems. Impacts would be less than significant.	None required.	Less than Significant
Impact HWQ-4. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not substantially alter drainage patterns in a manner which would impede or redirect floor flows, or risk release of pollutants due to project	None required.	Less than Significant

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Impact	Mitigation Measure(s)	Impact
inundation in flood hazard, tsunami, or seiche zones. This impact would be less than significant.		
Impact HWQ-5. Transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would not conflict with or obstruct implementation of a water quality control plan. Impacts would be less than significant.	None required.	Less than Significant
Land Use		
Impact LU-1. Implementation of proposed transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would not physically divide an established community. This impact would be less than significant.	None required.	Less than Significant
Impact LU-2. The 2045 MTP/SCS would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation and result in a physical change to the environment not already addressed in other resource chapters. This impact would be less than significant.	Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the EIR to reduce impacts. No additional mitigation is required for this impact.	Less than Significant

Impact	Mitigation Measure(s)	Impact
Noise		
Impact N-1. Construction activities associated with transportation projects and land use projects under the 2045 MTP/SCS would generate a substantial temporary increase in ambient noise levels in excess of standards or over existing noise levels, and would generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.	N-1 Construction Noise Reduction. To reduce construction noise levels to achieve applicable standards, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary. ▪ Implementing agencies of 2045 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 750 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. ▪ Designate an on-site construction complaint and enforcement manager for projects within 750 feet of sensitive receivers. ▪ Implementing agencies of the 2045 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem. ▪ For any project within 6,000 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review. ▪ Implementing agencies of 2045 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds. ▪ Implementing agencies of 2045 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation. ▪ The following timing restrictions shall apply to MTP/SCS project construction activities located within 2,500 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies.	Significant and Unavoidable

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	- Construction activities shall be limited to: - Monday through Friday: 7 a.m. to 6 p.m. - Saturday: 9 a.m. to 5 p.m. - Implementing agencies of 2045 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.	
Impact N-2. Construction activities associated with transportation projects and land use projects under the 2045 MTP/SCS would generate excessive groundborne vibration levels. Impacts would be significant and unavoidable.	N-2 Physical Impacts Due to Vibration. If construction equipment would generate vibration levels exceeding acceptable levels as established by Caltrans (65 VdB to 80 VdB depending on frequency of the event and 0.1 to 0.6 PPV in/sec depending on building type), implementing agencies of the 2045 MTP/SCS shall, or can and should, complete the following tasks: - Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer. - Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure. - To minimize disturbance withing 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible. - Use cushion blocks to dampen noise from pile driving. - Phase operations of construction equipment to avoid simultaneous vibration sources.	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
Impact N-3. Implementation of the 2045 MTP/SCS would generate a substantial permanent increase in ambient noise levels in excess of standards or over existing noise levels and generate a substantial absolute noise increase over existing noise levels. Impacts would be significant and unavoidable.	N-3 Noise Assessment and Control for Mobile and Point Sources. Sponsor agencies of 2045 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum: ▪ Determines existing and projected noise levels ▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards ▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas ▪ If warranted, recommends methods for mitigating noise impacts, including: ▪ Appropriate setbacks ▪ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials ▪ Use of sound barriers (earthen berms, sound walls, or some combination of the two) Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise exceeding normally acceptable levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or “quiet pavement” can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards.	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
Impact N-4. The proposed 2045 MTP/SCS land use scenario would encourage infill development near transit and other transportation facilities, which would generate a substantial increase in ambient noise levels in excess of standards or over existing noise levels. Impacts would be significant and unavoidable.	N-4 Noise Mitigation for Land Uses. If a 2045 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.	Significant and Unavoidable
Impact N-5. The proposed 2045 MTP/SCS would result in new truck, bus and train traffic that would generate excessive vibration levels. Impacts would be significant and unavoidable.	N-5 Vibration Mitigation for Transportation Projects. Where local vibration and groundborne noise standards do not apply, implementing agencies of 2045 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the <i>Transit Noise and Vibration Impact Assessment</i> to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to: ▪ Rail Traffic ▫ Maximizing the distance between tracks and sensitive uses ▫ Conducting rail grinding on a regular basis to keep tracks smooth ▫ Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats ▫ Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats; ▫ Implementing operational changes such as limiting train speed and reducing nighttime operations. ▪ Bus and Truck Traffic ▫ Constructing of noise barriers ▫ Use noise reducing tires and wheel construction on bus wheels ▫ Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
Impact N-6. Proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would be located in close proximity to existing airports such that applicable exterior and interior noise thresholds would be exceeded. Impacts would be significant and unavoidable.	N-6 Noise Mitigation Near Airports. Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, or within two miles of a private use airport, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.	Significant and Unavoidable
Population and Housing		
Impact PH-1. The 2045 MTP/SCS would not induce substantial unplanned population growth, either directly or indirectly. This impact would be less than significant.	None required.	Less than Significant
Impact PH-2. Land use and transportation projects included in the 2045 MTP/SCS would temporarily displace existing housing and people but would not necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.	None required.	Less than Significant
Public Services, Recreation, and Utilities		
Impact PSU-1. The 2045 MTP/SCS would result in new or expanded governmental facilities, the implementation of which would result in	PSU-1 Increased Public Service Demand. During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The	Significant and Unavoidable

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substantial physical impacts. This impact would be significant and unavoidable.	environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.	
Impact PSU-2. The 2045 MTP/SCS would require the provision of new schools, the construction of which would result in substantial physical impacts. Impacts would be less than significant because of state regulations mandating development impact fees.	None required.	Less than Significant
Impact PSU-3. The 2045 MTP/SCS would increase the use of existing parks and recreational facilities, resulting in substantial physical deterioration, and would include recreational facilities that would have an adverse physical effect on the environment. This impact would be significant and unavoidable.	PSU-3 Impact Reduction from New Recreational Facilities. During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction of new or expanded recreation facilities, including recreational trails.	Significant and Unavoidable
Impact PSU-4. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would require or result in the relocation or construction of new or expanded water,	PSU-4(a) Water and Wastewater Treatment Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This impact would be significant and unavoidable.	through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects. PSU-4(b) Stormwater Facilities. During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects. PSU-4(c) Stormwater Control Methods. During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following measures where feasible: ▪ For transportation projects, incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations. PSU-4(d) Electric Power, Natural Gas, or Telecommunications Facilities. During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or	

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Impact	Mitigation Measure(s)	Impact
	reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects.	
Impact PSU-5. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would generate solid waste in excess of the capacity of local infrastructure. This impact would be significant and unavoidable.	PSU-5 Solid Waste Generation and Disposal. During the CEQA review process for individual facilities, TAMC, SBTcOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible: ▪ Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials. ▪ Maintain or reuse existing building structures and materials during building renovations and redevelopment. ▪ Use salvaged, refurbished, or reused materials to help divert such items from landfills. ▪ Divert construction waste from landfills, where feasible, through means such as: ▫ Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal; ▫ Establishing diversion targets, possibly with different targets for different types and scales of development; ▫ Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials.	Significant and Unavoidable
Impact PSU-6. Proposed transportation improvements and land use development projects envisioned by the 2045 MTP/SCS would be required to comply with all relevant statutes and regulations related to solid waste. This impact would be less than significant.	None required.	Less than Significant
Impact PSU-7. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045	PSU-7(a) General Conservation Measures. Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
MTP/SCS would increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Impacts would be significant and unavoidable.	use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible. PSU-7(b) Construction Dust Suppression Water Supply. Implementing agencies shall, or can and should, ensure that for all 2045 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency. PSU-7(c) Landscape Watering. In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2045 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible. PSU-7(d) Porous Pavement and Bioswale Installation. In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2045 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction's local regulatory programs.	
Transportation		
Impact T-1. The 2045 MTP/SCS would not result in a significant impact due to conflicts with any programs addressing the circulation system. This impact would be less than significant.	None required.	Less than Significant
Impact T-2. The 2045 MTP/SCS would result in an increase to Daily VMT per capita between the baseline 2020 conditions and 2045 conditions. Per capita VMT impacts from	T-2(a) Land Use Project VMT Analysis and Reduction. Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
implementation of the 2045 MTP/SCS would be significant and unavoidable. The induced travel impact at the regional level would be less than significant.	and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to: ▪ Provide car-sharing, vanpool, bike sharing, and ride-sharing programs ▪ Implement or provide access to commute reduction programs ▪ Encourage telecommute programs ▪ Incorporate affordable housing into the project ▪ Increase density, infill, and transit oriented development ▪ Increase mixed uses within the project area ▪ Incorporate improved pedestrian connections within the project/neighborhood ▪ Incentivize development in low VMT communities ▪ Incentivize housing near commercial and offices ▪ Increase access to goods and services, such as groceries, schools, and daycare ▪ Orient the project toward transit, bicycle, and pedestrian facilities ▪ Implement complete streets ▪ Provide traffic calming ▪ Provide bicycle parking ▪ Reduce parking requirements ▪ Separate out parking costs ▪ Provide parking cash-out programs T-2(b) Transportation Project VMT Analysis and Reduction and Analysis. Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to: ▪ Tolling new lanes to encourage carpools and fund transit improvements	

Impact	Mitigation Measure(s)	Impact
	▪ Converting existing general purpose lanes to high occupancy vehicle lanes ▪ VMT banks ▪ Implementing or funding offsite travel demand management ▪ Providing a bus rapid transit system ▪ <u>Implement bus on shoulder operations during peak congestion periods</u> ▪ Improving pedestrian or bicycle networks, or transit service ▪ Providing transit passes ▪ Incorporating neighborhood electric vehicle network	
Impact T-3. The 2045 MTP/SCS would not substantially increase hazards due to geometric design features or incompatible uses. Impacts would be less than significant.	None required.	Less than Significant
Impact T-4. The 2045 MTP/SCS would not result in inadequate emergency vehicle access. Impacts would be less than significant.	None required.	Less than Significant
Tribal Cultural Resources		
Impact TCR-1. Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would be significant and unavoidable.	TCR-1 Tribal Cultural Resources Impact Minimization. Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts: ▪ Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. ▪ Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following:	Significant and Unavoidable

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Impact	Mitigation Measure(s)	Impact
	▫ Protecting the cultural character and integrity of the resource ▫ Protecting the traditional use of the resource ▫ Protecting the confidentiality of the resource ▫ Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places ▪ Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources ▪ If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action	
Wildfire		
Impact W-1. Proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would be located in or near an SRA or very high fire hazard severity zone, and significant risks of loss, injury, or death from wildfires would occur. Impacts would be significant and unavoidable.	W-1 Wildfire Risk Reduction. If an individual transportation or land use project included in the 2045 MTP/SCS is within or less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to: ▪ Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. ▪ Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. ▪ Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments. ▪ Ensure sufficient emergency water supply ▪ Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.	Significant and Unavoidable

Impact	Mitigation Measure(s)	Impact
	▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. ▪ Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. ▪ Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher. ▪ <u>Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones.</u>	

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1 Introduction

This document is an Environmental Impact Report (EIR) for a proposed 2045 Metropolitan Transportation Plan-Sustainable Communities Strategy (2045 MTP/SCS) proposed by the Association of Monterey Bay Area Governments (AMBAG) and the Regional Transportation Plans (RTPs) for the counties of Monterey, San Benito, and Santa Cruz.

Section 21000 et seq. of the California Public Resources Code, commonly referred to as the California Environmental Quality Act of 1970 (CEQA), requires the evaluation of environmental impacts associated with all planning programs or development projects proposed. As such, this EIR is an informational document for use by AMBAG, other agencies and the general public in their consideration and evaluation of the environmental consequences of implementing the proposed 2045 MTP/SCS and RTPs for the counties of Monterey, San Benito and Santa Cruz.

This Final EIR includes Responses to Comments on the Draft EIR and Partially Recirculated Draft EIR (Appendix H) and the text of the Draft EIR, revised based on responses to comments, the recirculated revisions, and other information. New text added or edited from the Draft EIR is shown in underline format. In instances where changes to the document involve changed facts or information, the deleted text has been left in ~~striketrough~~ format.

This section discusses (1) the purpose of this EIR; (2) 2045 MTP/SCS/RTPs and EIR background; (3) the type of environmental document prepared for the 2045 MTP/SCS and county level RTPs; (4) the content and format of the EIR; (5) the environmental review process required under CEQA; and (6) the lead, responsible and trustee agencies. The proposed project is described in detail in Section 2, *Project Description*.

1.1 Purpose and Legal Authority

This EIR has been prepared in compliance with the CEQA Statutes and Guidelines. In general, the purpose of an EIR is to (see *State CEQA Guidelines* Section 15121(a)):

- a. Analyze the environmental effects of the adoption and implementation of the Plan;
- b. Inform decision-makers, responsible and trustee agencies and members of the public as to the range of the environmental impacts of the Plan;
- c. Recommend a set of measures to mitigate significant adverse impacts; and
- d. Analyze a range of reasonable alternatives to the proposed Plan.

As the lead agency for preparing this EIR, AMBAG will rely on the EIR analysis of environmental effects in their review and consideration of the proposed 2045 MTP/SCS prior to approval. Responsible Regional Transportation Planning Agencies will rely on the EIR analysis prior to approval of their respective Regional Transportation Plans.

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As discussed in further detail below in Section 1.4.1, *CEQA Streamlining Opportunities*, SB 375 provides streamlining benefits for certain transit oriented projects consistent with an adopted SCS. Pursuant to these provisions of SB 375, this EIR has also been prepared to allow qualifying projects to streamline their environmental review.

1.2 Background

The Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) are the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP).

As the metropolitan planning organization (MPO) for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a Monterey Bay Area Metropolitan Transportation Plan and the Sustainable Communities Strategy, the 2045 MTP/SCS, in compliance with SB 375 (Chapter 728, Statutes of 2008). The MTP is the metropolitan long-range transportation plan for the three counties and is a compilation of the transportation projects included in the Monterey County Regional Transportation Plan (2045 MC-RTP), the 2045 San Benito County Regional Transportation Plan (2045 SBC-RTP) and the 2045 Santa Cruz County Regional Transportation Plan (2045 SCC-RTP). The most recent MTP/SCS was adopted by AMBAG in June 2018. A program environmental impact report (EIR) was prepared for the Monterey Bay 2040 MTP/SCS and the RTPs prepared by the Monterey, San Benito and Santa Cruz County RTPAs.

The 2040 MTP/SCS programmed available transportation funding to 2040 and included lists of programmed and planned transportation projects to improve the transportation system through 2040. Among these listed projects were highway, road and street projects, pedestrian and bikeway projects, aviation projects, rail projects and transit projects, as well as programs for transportation demand management and intelligent transportation systems. Although several projects from the 2040 MTP/SCS have been completed, many have not. In addition, new projects have been incorporated into the 2045 MTP/SCS from the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs.

1.2.1 Environmental Impact Report Background

In compliance with the *State CEQA Guidelines* (Section 15063), AMBAG, as the Lead Agency responsible for the 2045 MTP/SCS, solicited preliminary public agency comments on the project through distribution of a Notice of Preparation (Appendix A) and receipt of public comments during three scoping meetings held at the following locations:

- a. Santa Cruz, California, on January 22, 2020 from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center, 979 17th Avenue;
- b. Hollister, California, on January 23, 2020 from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers, 481 4th Street; and

- c. Monterey, California, on January 29, 2020 from 6:00 PM to 7:30 PM at the Marina Library Community Room, 190 Seaside Circle.

The purpose of the NOP and the scoping meetings was to provide information about the proposed project to the public and members of public agencies, and to solicit comments on the scope of the environmental impacts analysis. Pursuant to CEQA Guidelines Section 15063, the NOP was circulated for a minimum of 30 days, with the comment period closing on February 14, 2020. However, AMBAG has accepted comments that were submitted within the days following closure of the NOP comment period.

Table 1-1 summarizes the comments received in response to circulation of the NOP and indicates how and where these comments are addressed in the ~~Draft~~ EIR, as applicable. The table also includes verbal comments pertaining to the EIR that were provided at one or more of the scoping meetings held during the NOP comment period.

Table 1-1 NOP Comments and EIR Response

Commenter	Comment/Request	How and Where Comment Addressed
Agency Comments		
California Department of Fish and Wildlife	Requests EIR evaluate wildlife impacts related to water pollution, including sedimentation from erosion caused by project construction.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wildlife and wildlife habitat, including riparian and aquatic habitat. Water quality impacts, including short-term impacts from construction activities, are evaluated in Section 4.10, <i>Hydrology and Water Quality</i> .
California Department of Fish and Wildlife	Requests EIR evaluate potential impacts to migratory nesting birds and birds of prey and potential conflicts with Fish and Game Code 3503 and 3513 protecting these birds.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wildlife and wildlife habitat, including nesting birds and birds of prey.
California Department of Fish and Wildlife	Provides a list of special-status species with potential to occur in the AMBAG region and requests the EIR analyze impacts to special-status species. Provides a list of mitigation measures that may reduce impacts to special-status species.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wildlife and wildlife habitat, including special-status species.
California Department of Fish and Wildlife	Requests EIR evaluate potential impacts to regulated waterbodies and discuss Streambed Alteration Agreement regulations as they related to riparian, stream, wetland, and lake impacts. Provides a list of mitigation measures that may reduce impacts to wetlands and waterways.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wetlands and aquatic habitat. Section 4.4 also discusses regulations and policies pertaining to biological resources, including Streambed Alteration Agreements.

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Commenter	Comment/Request	How and Where Comment Addressed
California Department of Fish and Wildlife	Requests the EIR evaluate cumulative impacts to wildlife. Cumulative impacts of transportation and land development infrastructure in watersheds should be evaluated.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wildlife and wildlife habitat. Cumulative impacts are addressed in Section 6, <i>Other CEQA Required Discussions</i> .
California Department of Fish and Wildlife	Recommends consulting with USFWS and National Marine Fisheries Service on potential impacts to federally listed species.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on special-status species, including federally listed species. The EIR provides a programmatic analysis of potential impacts to special-status species, as individual transportation projects included in the 2045 MTP/SCS have yet to be designed. When individual projects are designed and proposed, consultation with USFWS and/or National Marine Fisheries Service may be required, based on site conditions and project design.
California Department of Fish and Wildlife	Requests information collected during biological baseline surveys be compiled and uploaded to the California Natural Diversity Database.	The EIR analyzes potential impacts of the 2045 MTP/SCS on a program level, as specific transportation projects and land use development site plans have yet to be developed. Because the analysis is programmatic for the entire AMBAG region, baseline surveys for biological resources were unnecessary and impractical for this EIR analysis. As individual projects included in the 2045 MTP/SCS are proposed and designed, project level environmental review may be required, depending on the project and site conditions. At that time, baseline surveys may be required to support the project level analysis.
California Department of Fish and Wildlife	Summarizes requirements for payment of CEQA filing fees.	AMBAG will provide the required filing fees with the Notice of Determination, should the 2045 MTP/SCS be approved.

Commenter	Comment/Request	How and Where Comment Addressed
Native American Heritage Commission	AB 52 and SB 18 Native American Consultation requirement may apply to the project. Please ensure consultation is conducted, as applicable.	AMBAG has completed the required AB 52 consultation with affected Native American tribes. Please refer to Section 4.16, <i>Tribal Cultural Resources</i> , for a summary of consultation completed. Section 4.16 also provides an analysis of potential impacts of the 2045 MTP/SCS on tribal cultural resources.
Organization Comments		
Coastal Rail Santa Cruz	AMBAG should consider supporting state efforts to require local jurisdictions to better manage land use and transportation decisions in tandem.	This comment does not pertain to the EIR. AMBAG supports unification of land use and transportation planning decisions. The 2045 MTP/SCS is the document that outlines both the transportation projects and land use configuration for the AMBAG region. The 2045 MTP/SCS is designed to maintain and foster the balance between jobs and housing within the AMBAG region and provides a strategy to allocate growth in such a way as to achieve a more balanced jobs/housing ratio and to optimize transportation investments that support those land uses.
Coastal Rail Santa Cruz	Supports efforts to expedite rail transit projects, which reduce GHG emissions.	This comment primarily pertains to the prioritization of projects included on the 2045 MTP/SCS project list and not the program-level analysis of environmental effects of the 2045 MTP/SCS. However, refer to Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i> , for an analysis GHG related impacts of the proposed 2045 MTP/SCS.
Monterey Bay Salmon & Trout Project	EIR should evaluate potential impacts to coastal, estuarine, and riparian habitat, hydrology, and water quality that is critical to fish, particularly salmonids.	Refer to Section 4.4, <i>Biological Resources</i> , for an analysis impacts of the proposed 2045 MTP/SCS on wildlife and wildlife habitat, including fish, aquatic habitat, and riparian habitat. Refer to Section 4.10, <i>Hydrology and Water Quality</i> , for an analysis of potential impacts to water quality.

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Commenter	Comment/Request	How and Where Comment Addressed
Monterey County Farm Bureau	Reliable transportation is important for the delivery of produce and other agricultural products. The roadway network is necessary for agricultural workers to move through the region. Congestion of region roadways continues to worsen, and new roads are needed. A list of roadway projects that should be completed is provided.	This comment pertains primarily to the types and prioritization of projects included in the 2045 MTP/SCS. This EIR does not propose transportation projects, but instead evaluates the projects included in the 2045 MTP/SCS. This comment also describes traffic congestion on area roadways. Pursuant to Section 15064.3 of the <i>State CEQA Guidelines</i>, this EIR does not evaluate traffic congestion as an environmental impact. However, other transportation impacts, such as vehicle miles traveled (VMT), are evaluated in Section 4.15, <i>Transportation</i>. Refer to Section 4.2, <i>Agriculture and Forestry Resources</i>, for an analysis of potential impacts to agriculture and farmland.
Monterey County Farm Bureau	Active transportation and transit projects included in the 2045 MTP/SCS will not serve agricultural uses. Requests the EIR include potential solutions to increase roadway capacity and consider agricultural transportation needs.	This comment pertains primarily to the types and prioritization of projects included in the 2045 MTP/SCS. This EIR does not propose transportation projects, but instead evaluates the projects included in the 2045 MTP/SCS. Refer to Section 4.2, <i>Agriculture and Forestry Resources</i>, for an analysis of potential impacts to agriculture and farmland.
Moss Landing Harbor District	Series of comments pertaining to the scope and content of the EIR for the proposed Central Coast Highway 1 Climate Resiliency Study.	This comment letter pertains to a different project that is not the 2045 MTP/SCS, which is a planning study and not an EIR. The comment letter was mistakenly submitted for the 2045 MTP/SCS EIR. Therefore, this comment letter is not addressed in this EIR. AMBAG has responded directly to the commenter to clarify this point.
Santa Cruz County Friends of the Rail & Trail	AMBAG should consider supporting state efforts to require local jurisdictions to better manage land use and transportation decisions in tandem to better reduce regional GHG emissions.	This comment does not pertain to the EIR. AMBAG supports unification of land use and transportation planning decisions. The 2045 MTP/SCS is document that outlines both the transportation projects and land use configuration for the AMBAG region.

Commenter	Comment/Request	How and Where Comment Addressed
		The 2045 MTP/SCS is designed to maintain and foster the balance between jobs and housing within the AMBAG region and provides a strategy to allocate growth in such a way as to achieve a more balanced jobs/housing ratio and to optimize transportation investments that support those land uses. While this comment does not directly pertain to the EIR, it does pertain to GHG emissions and climate change. Refer to Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i>, for an analysis GHG related impacts of the proposed 2045 MTP/SCS.
Public Comments		
Sam Teel	Requests the EIR evaluate economic impacts.	This EIR is a document that provides a programmatic evaluation of potential environmental impacts of implementing the proposed 2045 MTP/SCS. These impacts are evaluated in Section 4, <i>Environmental Impact Analysis</i> , of the EIR. The environmental issues addressed in this EIR are based on the <i>State CEQA Guidelines</i> , notably Appendix G to the <i>State CEQA Guidelines</i> . Economic impacts are not an environmental impact and are not a CEQA issue identified in the <i>State CEQA Guidelines</i> .
Sam Teel	Suggests the percentage of roadway projects and active transportation projects included in the 2045 MTP/SCS be based on the percentage of trips made using vehicles versus active transportation modes in the region.	This comment pertains primarily to the types and prioritization of projects included in the 2045 MTP/SCS. This EIR does not propose transportation projects, but instead evaluates the projects included in the 2045 MTP/SCS.
Sam Teel	States that increased transit use reduces air pollution.	Please refer to Section 4.3, <i>Air Quality</i> , for an analysis air quality related impacts of the proposed 2045 MTP/SCS. The analysis in Section 4.3 accounts for transit projects included in the 2045 MTP/SCS.

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Commenter	Comment/Request	How and Where Comment Addressed
Verbal Comments from Scoping Meetings		
Unspecified	Requests the EIR analyze greenhouse gas emissions and climate change impacts, such as sea level rise and loss of beach habitat.	Refer to Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i> , for an analysis of potential GHG impacts, including climate change impacts, such as sea level rise. Potential impacts to habitat are evaluated in Section 4.4, <i>Biological Resources</i> . Refer to Section 4.10, <i>Hydrology and Water Quality</i> , for a discussion of flooding-related impacts.
Unspecified	Requests the EIR evaluate the provision of charging stations for electric vehicles and increased use of solar energy in the region as mitigation or measures for reducing greenhouse gas emissions and energy consumption impacts.	Refer to Section 4.8, <i>Greenhouse Gas Emissions/Climate Change</i> , for a discussion of greenhouse gas emissions and related impacts. Refer to Section 4.6, <i>Energy</i> , for a discussion of energy consumption impacts.
Unspecified	Requests the EIR evaluate cumulative impacts.	Analysis of cumulative impacts for each issue area is provided in Section 6, <i>Other CEQA Required Discussions</i> .
Unspecified	Requests the EIR evaluate alternatives to personal vehicle use, such as transit, improvement of bicycle facilities, van programs, and more rail transit.	Refer to Section 7, <i>Alternatives</i> , for a description of alternatives to the 2045 MTP/SCS that were analyzed in this EIR. Section 7 also describes alternatives that were eliminated from detailed consideration in this EIR.
Note: Comments in this table are paraphrased versions derived from comment letters. Full comment letters, as well as the NOP, are included as Appendix A to the EIR.		

Please note, several attendees of the scoping meetings voiced comments pertaining to traffic congestion and level of service. Traditionally, traffic congestion was evaluated as an environmental impact in CEQA documents. However, the most recent version of the *State CEQA Guidelines* replace traffic congestion with VMT as the metric for evaluating transportation impacts (Section 15064.3). Therefore, comments pertaining to traffic congestion are not summarized in Table 1-1 as they are no longer relevant to the EIR or impact analysis.

1.2.2 Draft EIR Review Process

Pursuant to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The Draft EIR was made available for a 70-day public review period that began on November 22, 2021 and ended on January 31, 2022. The Notice of Availability and Draft EIR were distributed to State agencies, local agencies, and any other interested parties, groups, and public agencies. The Draft EIR and an announcement of its availability were posted on AMBAG's website. Physical copies of the Draft EIR were also available for public review at the following locations:

- AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940
- Transportation Agency for Monterey County (TAMC), 55B Plaza Circle, Salinas, CA 93901
- Marina Branch Library, 190 Seaside Circle, Marina, CA 93933
- Greenfield Branch Library, 315 El Camino Real, Greenfield, CA 93927
- Watsonville Public Library, 275 Main Street, Suite 100, Watsonville, CA 95076
- Downtown Santa Cruz Public Library, 224 Church St, Santa Cruz, CA 95060
- Felton Branch Library, 6121 Gushee Street, Felton, CA 95018
- Capitola Branch Library, 2005 Wharf Road, Capitola, CA 95010
- La Selva Beach Branch Library, 316 Estrella Avenue, La Selva Beach, CA 95076
- Council of San Benito County of Governments, 330 Tres Pinos Road, Suite C7, Hollister CA 95023

During the public comment period, AMBAG held four virtual public workshops/public hearings on January 12, 17, 19, and January 24, 2022. AMBAG received two oral comments from two individuals during the comment period of the Draft EIR at the public workshops held on January 12, 2022 and January 19, 2022.

AMBAG also received nine (9) written comment letters on the Draft EIR. Copies of these written comments, as well as responses to those comments, are included in Appendix H of this document. The two oral comments received during the January 12, 2022 and January 19, 2022 virtual public workshops follow the letters.

1.2.3 Partially Recirculated Draft EIR Review Process

After the close of the first comment period on the Draft EIR, AMBAG decided to recirculate a part of Section 6, Other Statutory Considerations, of the Draft EIR. The Partially Recirculated Draft EIR was circulated for a 46-day comment period extending from April 15, 2022 to May 31, 2022.

The Notice of Availability and Partially Recirculated Draft EIR were distributed to State agencies, local agencies, and any other interested parties, groups, and public agencies. The Partially Recirculated Draft EIR and its NOA were posted on AMBAG's website. Physical copies of the Partially Recirculated Draft EIR were also available for public review at the AMBAG offices at 24580 Silver Cloud Court, Monterey, CA 93940. The Partially Recirculated Draft EIR was also available online at: <https://www.ambag.org/plans/2045-metropolitan-transportation-plan-sustainable-communities-strategy>

Copies of the written comments on the Partially Recirculated Draft EIR, as well as responses to those comments, are included in Appendix H of the Final EIR.

1.3 Type of Environmental Document

This document is a Program EIR. Section 15168(a) of the *State CEQA Guidelines* states that:

A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

As a programmatic document, this EIR presents a regionwide assessment of the impacts of the proposed 2045 MTP/SCS and the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs. Analysis of site specific impacts of individual projects is not required in a program EIR. Many specific projects are not currently defined to the level that would allow for such an analysis. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. This program EIR serves as a first-tier environmental document under CEQA supporting second-tier environmental documents for:

- Transportation projects developed during the engineering design process; and
- Land use and development projects, including residential or mixed use projects and transit priority projects consistent with the SCS.

Agencies implementing subsequent projects (“implementing agencies”) would undertake future environmental review for projects in the proposed 2045 MTP/SCS. Implementing agencies, as referred to in this document, are the three counties and RTPAs making up AMBAG (Monterey, Santa Cruz, and San Benito), the cities within those counties, and other implementing agencies within the tri-county region. Agencies that would implement a transportation project are also referred to herein as sponsor agencies in this EIR. This would include Caltrans, Amtrak and transit agencies operating in the region, among others. All of these agencies, as well as the AMBAG member agencies, would be able to prepare subsequent environmental documents that incorporate by reference the appropriate information from this program EIR regarding secondary effects, cumulative impacts, broad alternatives and other relevant factors. If the lead agency finds that implementation of a later activity would have no new effects and that no new mitigation measures would be required, that activity would require no additional CEQA review. Where subsequent environmental review is required, such review would focus on project specific significant effects peculiar to the project, or its site, that have not been considered in this program EIR (*State CEQA Guidelines* Section 15168).

1.4 Implementation Issues and Future Environmental Review

The 2045 MTP/SCS contains hundreds of transportation projects that will be implemented over time. Implementation of the 2045 MTP/SCS will follow a schedule based on the funding and demand for individual transportation projects and improvements. Implementation of the SCS component of the 2045 MTP/SCS will require cooperation of the AMBAG member agencies and municipalities in the AMBAG region.

Implementation of the projects addressed in the 2045 MTP/SCS must individually demonstrate compliance with the requirements of CEQA and/or NEPA (for projects requiring federal funding or approvals). As appropriate, individual projects may be required to prepare a project level analysis to fulfill CEQA and/or NEPA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of impacts in this program EIR as a basis of their assessment of these regional or cumulative impacts. These projects may also be eligible for CEQA streamlining under SB 375, as explained further below.

This program EIR is a first-tier document that addresses the environmental impacts that may affect the three-county AMBAG region from adoption and implementation of 2045 MTP/SCS. “Tiering” generally refers to using the analysis of a broader environmental document that covers the general impacts of a program or larger-scale project so that subsequent environmental documents for a related individual project can be narrow and focused on unique or unanalyzed issues. CEQA encourages the use of tiering to reduce the time and excessive paperwork involved in the review process by eliminating repetitive analyses of issues that were addressed in the program EIR (CEQA Guidelines Section 15168). SB 375 enables certain qualifying projects to tier off the SCS or alternative planning strategy developed to meet California’s climate change goals. Tiered documents may consist of initial studies or focused EIRs that may incorporate by reference portions of the program EIR from which they are tiered. If the potential environmental effects of subsequent actions are consistent with and adequately addressed by a certified program EIR, additional environmental analysis may be unnecessary.

1.4.1 Streamlining Under SB 375

SB 375 provides streamlining benefits for Transit Priority Projects (TPP) and certain mixed use projects. (See California Public Resources Code [PRC] Sections 21155 et seq.) For details, see the Governor’s Office of Planning and Research’s flow charts on SB 375 streamlining (Governor’s Office of Planning and Research 2011). A TPP is a project that meets all of the criteria summarized below. For the purposes of this EIR, geographic areas that meet the TPP requirements are referred to as Transit Priority Areas (TPAs).

- Consistent with the general land use designation, density, building intensity and applicable policies specified for the project area in the SCS;
- Located within half a mile of a major transit stop or high quality transit corridor;

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- Comprised of at least 50 percent residential use based on total building square footage, or as little as 26 percent residential use if the project has a floor area ratio of not less than 0.75; and
- Built out with a minimum of 20 dwelling units per acre (PRC § 21155).

For the purposes of this EIR, geographic areas that meet the TPP requirements are referred to as TPAs. One of three potential streamlining benefits may apply to a TPP pursuant to SB 375, as described below.

First, TPPs that meet a detailed list of criteria set forth in PRC Section 21155.1 are termed Sustainable Communities Projects and are statutorily exempt from CEQA. Due to the extensive list of criteria that must be met to achieve this exemption, the exemption may only be available in limited circumstances.

Second, a TPP that does not qualify for the statutory exemption may be eligible to comply with CEQA using a Sustainable Communities Environmental Assessment (SCEA). An SCEA is similar to a streamlined negative declaration or mitigated negative declaration that requires a 30-day public review period (rather than the otherwise available 20-day public review period). In addition, unlike a negative declaration or mitigated negative declaration, a lead agency's decision to approve a TPP based on an SCEA is reviewed, if challenged, by a court under the substantial evidence standard (PRC Section 21155.2(b)(7)).

Third, a TPP that will result in one or more significant impacts after mitigation may be reviewed using a tiered TPP EIR as established by PRC Section 21155.2(c). A tiered TPP EIR is only required to address the significant or potentially significant effects of the TPP on the environment and is not required to include a discussion of (1) growth inducing impacts, (2) any project specific or cumulative impacts from cars and light duty truck trips generated by the project on global warming or the regional transportation network, (3) cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs, (4) off-site alternatives, or (5) a reduced density alternative to address effects of car and light truck trips generated by the TPP (PRC Sections 21155.2 (c), 21159.28(a) and (b)).

In addition to the benefits provided for TPPs, SB 375 provides streamlining benefits for residential or mixed use residential projects, as defined in PRC Section 21159.28(d), that are consistent with the use designation, density, building intensity and applicable policies specified for the project area in the SCS but do not meet the criteria for TPPs. Projects eligible for streamlining must incorporate mitigation measures required by an applicable prior environmental document, such as this EIR after it is certified by AMBAG.

Projects that qualify to use the SB 375 CEQA streamlining benefits would still need to obtain discretionary permits or other approvals from the lead agency and the local jurisdiction, in accordance with local codes and procedures, including any agreements related to zoning, design review, use permits and other local code requirements. The streamlining only applies to the CEQA processing of a project.

1.4.2 Streamlining Under SB 226

In 2011, the legislature enacted SB 226 to establish additional streamlining benefits applicable to infill projects that are consistent with the requirements set forth in *State CEQA Guidelines* section 15183.3 (PRC Sections 21094.5 (c), 21094.5.5).

Unlike the CEQA streamlining benefits established by SB 375, the benefits created by SB 226 may apply to non-residential projects including qualifying commercial, retail, transit station, school, or public office building projects (*State CEQA Guidelines*, Section 15183.3 (f)(1)).

1.4.3 Streamlining Under SB 743

SB 743 (2013) (PRC Section 21099 and 21555.4) created an exemption from CEQA for certain residential, employment center and mixed use development projects that are consistent with a Specific Plan (see Public Resources Code Section 21155.4.) (A Specific Plan implements a General Plan within a smaller geographic area, such as a downtown core or along a transit corridor; see Government Code Section 65450 et seq.). The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment, or mixed use project and is located within a transit priority area;
2. The project is consistent with a specific plan for which an environmental impact report was certified; and
3. It is consistent with an adopted SCS or alternative planning strategy.

The exemption cannot be applied if circumstances requiring preparation of a Subsequent or Supplemental EIR occur, for example if the project would cause new or worse significant environmental impacts compared to what was analyzed in the environmental impact report for the specific plan.

SB 743 also specifies that aesthetic and parking impacts of residential, mixed use residential, or employment center uses on infill sites within a TPA shall not be considered significant effects on the environment (see Public Resources Code Section 21099(d).)

1.4.4 Other Tiering Opportunities

Finally, for all other types of projects proposed to be carried out or approved by a lead agency within the region, the lead agency may utilize this EIR for the purposes of other allowed CEQA tiering (PRC Sections 21068.5, 21093-21094, *State CEQA Guidelines* 15152, 15385). Tiering is the process by which general matters and environmental effects in an EIR prepared for a policy, plan, program or ordinance are relied upon by a narrower second-tier or site specific EIR (PRC Section 21068.5). Moreover, by tiering from this EIR (if certified by AMBAG), a later tiered EIR would not be required to examine effects that (1) were mitigated or avoided in this EIR, (2) were examined at a sufficient level of detail in this EIR to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project (PRC Section 21094).

1.5 EIR Content and Format

This document includes discussions of environmental impacts related to several issue areas. The analysis of environmental impacts identifies impacts by category: significant and unavoidable, significant but mitigable, less than significant, and beneficial. It proposes mitigation measures, where feasible, for identified significant environmental impacts to reduce project impacts, identifying when impacts can be reduced to a less than significant level. The responsible agency for each mitigation measure is also identified, as further described in Section 3.4.1.

This EIR has been organized into an Executive Summary and eight sections. These are:

- 0.0 **Executive Summary.** Provides an overview of the project and a summary of the impacts, mitigation measures, and level of significance after implementation of mitigation.
- 1.0 **Introduction.** Provides the project background, description of the type of environmental document and CEQA streamlining opportunities, and information about the EIR content and format.
- 2.0 **Project Description.** Presents and discusses the project objectives, project location and specific project characteristics.
- 3.0 **Environmental Setting and Impact Analysis Approach.** Provides a description of the existing physical setting of the AMBAG region, including a description of the regional transportation system, and discusses the EIR baseline and approach to direct and cumulative analyses.
- 4.0 **Analysis of Environmental Issues.** Describes existing conditions found in the project area and assesses environmental impacts that may be generated by implementing the proposed project. These project impacts are compared to “thresholds of significance” in order to determine the nature and severity of the direct and indirect impacts. Mitigation measures, intended to reduce adverse, significant impacts below threshold levels, are proposed where feasible. Impacts that cannot be eliminated or mitigated to less than significant levels are also identified.
- 5.0 **MTP Consistency with Other Plans Analysis.** Describes consistency with other local and regional plans.
- 6.0 **Other CEQA Required Discussions.** Identifies growth inducing impacts that may result from implementation of the proposed MTP/SCS, as well as long-term effects, significant irreversible environmental changes, and cumulative impacts.
- 7.0 **Alternatives.** Describes alternatives to the proposed project and compares their impacts to the proposed project’s.
- 8.0 **References and Preparers.** Lists all published materials, federal, State and local agencies and other organizations and individuals consulted during the preparation of this EIR. It also lists the EIR preparers.

The EIR also includes seven appendices containing relevant and applicable data used to inform or support the analysis in the EIR:

- Appendix A: Notice of Preparation and NOP Response Letters
- Appendix B: 2045 MTP/SCS and RTPs Transportation Project List
- Appendix C: Performance Metric Data
- Appendix D: Special Status Species
- Appendix E: 2045 MTP/SCS Air Quality and GHG Emissions
 - Appendix E.1: 2045 MTP/SCS Air Quality Emissions
 - Appendix E.2: 2045 MTP/SCS Greenhouse Gas Emissions – On Road Transportation
 - Appendix E.2: 2045 MTP/SCS Greenhouse Gas Emissions Forecast Inventory – Land Use Sources
- Appendix F: AB 52 Consultation
- Appendix G: 2045 MTP/SCS and RTPs Transportation Alternative Project List
- Appendix H: Responses to Comments on the Draft EIR

1.6 CEQA Review Process

The environmental impact review process that will be followed for this EIR, as required under CEQA, is summarized below and illustrated in Figure 1-1:

1. **Notice of Preparation (NOP).** AMBAG, following *State CEQA Guidelines* section 15082(a), submitted a NOP to the State Clearinghouse on January 15, 2020 and the State Clearinghouse circulated it to applicable State agencies for a review period that ended on February 14, 2020. Three public scoping meetings were held during the NOP circulation and comment period, as described in Section 1.2.1.
2. **Draft EIR and Partially Recirculated Draft EIR Prepared.** ~~This~~ The Draft EIR contains the following required elements: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes. The Partially Recirculated Draft EIR contains the following: a) table of contents, b) background information and summary, c) revisions to the Draft EIR, and c) List of Preparers.
3. **Notice of Availability/Completion (NOA/NOC) and Public Review.** AMBAG, as the lead agency, ~~has~~ filed a Draft EIR NOC with the State Clearinghouse on November 22, 2021 and prepared a Draft EIR Notice of Availability (NOA). AMBAG filed a Partially Recirculated Draft EIR NOC with the State Clearinghouse on April 15, 2022 and prepared a Partially Recirculated Draft EIR NOA. As the lead agency, AMBAG ~~is soliciting~~ is solicited input from other agencies and the public and ~~will~~ has ~~responded~~ responded in writing to all comments received (Public Resources Code Sections 21104 and 21253). The public review period ~~will~~ was ~~for both the Draft EIR and the Partially Recirculated Draft EIR exceeded~~ for both the Draft EIR and the Partially Recirculated Draft EIR exceeded the minimum of 45 days.

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4. **Final EIR.** AMBAG ~~will~~ has prepared a Final EIR that includes: a) the Draft EIR (with Partially Recirculated Draft EIR revisions incorporated); b) copies of comments received during both public review periods; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on the proposed MTP/SCS, AMBAG must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*State CEQA Guidelines* Section 15090). Each RTPA will also approve the EIR and approve their RTPs using the same process (refer to Step 10).
6. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, AMBAG and the RTPAs must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*State CEQA Guidelines* Section 15091). A Statement of Overriding Considerations must be adopted for significant unavoidable impacts that sets forth the specific social, economic, or other reasons supporting the agency's decision (*State CEQA Guidelines* Section 15092).
7. **Mitigation Monitoring Reporting Program.** ~~If~~—AMBAG would adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
8. **Lead Agency Project Decision.** AMBAG, as the lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if a statement of overriding considerations is adopted (*State CEQA Guidelines* Sections 15092).
9. **Notice of Determination (NOD).** AMBAG will file a NOD after deciding to approve a project for which an EIR is prepared (*State CEQA Guidelines* Section 15094). AMBAG will file the NOD with the applicable County Clerks to be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD will start a 30-day statute of limitations on CEQA legal challenges (PRC Section 21167[c]).
10. **RTPA Certifications and Project Decisions.** Following AMBAG certification of the Final EIR and project decision, each RTPA must ~~considered~~ the Final EIR for their RTP and adopt a resolution to adopt CEQA findings, a statement of overriding considerations, and a MMRP related to the EIR certified by AMBAG.

1.7 Lead, Responsible, and Trustee Agencies

The *State CEQA Guidelines* define lead and responsible and trustee agencies. A lead agency is the public agency with principal responsibility for carrying out or approving a project; the

lead agency prepares the CEQA document (*State CEQA Guidelines* Section 15367). A responsible agency is an agency other than the lead agency with responsibility for carrying out or approving a project, and uses the lead agency's CEQA document in its decision-making (*State CEQA Guidelines* Section 15381).

AMBAG is the lead agency for the 2045 MTP/SCS because it holds principal responsibility for approving the 2045 MTP/SCS. TAMC, SBtCOG, and SCCRTC, are responsible agencies for the 2045 MTP/SCS and ~~lead agencies for adopting~~ will adopt their own RTPs. Project sponsors for individual projects analyzed in this program EIR may include: TAMC, SBtCOG and SCCRTC; Caltrans; Monterey, San Benito and Santa Cruz counties; cities within the AMBAG region; transit agencies; and other project sponsors who may implement any of the projects listed in the 2045 MTP/SCS. These agencies are considered responsible agencies for the 2045 MTP/SCS but may be lead agencies for individual transportation or land use projects.

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Figure 1-1 Environmental Review Process



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2 Project Description

This section describes the proposed Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs), including the project objectives, project location and characteristics, 2045 MTP/SCS transportation projects and discretionary actions needed for approval.

2.1 Project Objectives

The 2022 Monterey County RTP (MC-RTP), the 2045 Santa Cruz County RTP (SCC-RTP), the 2045 San Benito County RTP (SBC-RTP) and the 2045 MTP/SCS (hereafter referred to as the 2045 MTP/SCS) have been prepared to comply with the current California Transportation Commission (CTC) Regional Transportation Plan Guidelines, pursuant to Government Code Section 14522, to prepare a regional transportation plan, a long-range transportation planning document which will provide policy guidelines regarding the planning and programming of transportation projects within each respective County through 2045. Further, Government Code Sections 65050, 65400, 65584.01-04, 65587, 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans to increase efficiency and reduce GHG emissions. The following sections describe the legislative requirements and project objectives associated with the 2045 MTP/SCS and the Regional Transportation Plans for San Benito, Santa Cruz, and Monterey counties.

2.1.1 General Legislative Requirements

Regional transportation planning in California is a dynamic process. It involves the interaction of federal, state, regional, and local agencies and the consideration of multiple plans and programs. As the state-designated Regional Transportation Planning Agencies, the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG), and the Santa Cruz County Regional Transportation Commission (SCCRTC), are tasked with developing Regional Transportation Plans for their respective counties to provide a basis for the allocation of state and federal transportation funds to transportation projects within the county over a long-range time frame.

The Association of Monterey Bay Area Governments (AMBAG) as the federally-designated metropolitan planning organization (MPO) for Monterey, San Benito and Santa Cruz counties, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as an MTP. The MTP contains a compilation of the fiscally constrained projects proposed in the RTPs prepared by TAMC, SBtCOG and SCCRTC as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz counties, respectively. The MTP is a document used to achieve a coordinated and balanced regional transportation system for the Monterey Bay Region.

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AMBAG is also responsible for preparing a Sustainable Communities Strategy (SCS) as part of the MTP, pursuant to the requirements of California SB 375 as adopted in 2008 (discussed further below). The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The California Transportation Commission's document *2017 California Regional Transportation Plan Guidelines for MPOs* serves as the guidance for RTP development (California Transportation Commission 2017). In preparing the MTP/SCS, AMBAG followed the 2017 RTP Guidelines for the 2045 MTP/SCS. Under both federal and State law, the RTPAs and MPOs must update the RTPs and MTP every four years.¹ AMBAG adopted its most recent MTP/SCS in June 2018. The 2040 MTP/SCS covered a 25-year period between 2015 and 2040.

2.1.2 SB 375 Requirements

The Sustainable Communities Strategy and Climate Protection Act, SB 375 (codified at CAL. GOVT CODE §§ 14522.1, 14522.2, 65080.01, 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588; CAL. PUB. RES. CODE §§2161.3, 21155, 21159.28), is a law passed in 2008 by the California legislature that requires each MPO to demonstrate, through the development of an SCS, how its region will integrate transportation, housing and land use planning to meet the GHG reduction targets set by CARB. In addition to creating requirements for MPOs, it also creates requirements for CTC and CARB. Some of the requirements include the following:

- CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs or MTPs.
- CARB must develop regional GHG emission reduction targets for automobiles and light duty trucks for 2020 and 2035 by September 30, 2010. These targets were approved on September 23, 2010. CARB is tasked to update the regional targets every eight years, with the option of revising them every four years. The latest targets went into effect October 1, 2018.
- Each MPO must prepare an SCS as part of its RTP or MTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.

¹ 23 C.F.R. §450.322(c); Gov. Code §65080(d).

- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP or MTP.
- After adoption, each MPO must submit its SCS to CARB for review.
- CARB must review each SCS to determine whether or not, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

AMBAG reduction targets from CARB are a three percent per capita reduction from 2005 levels by 2020 and a six percent per capita reduction from 2005 levels by 2035 (CARB 2021). These targets apply to the entire AMBAG region for all on-road light duty trucks and passenger vehicles emissions. The 2045 MTP/SCS includes the years for which the regional targets are required (base year/2020 and 2035) and the 2045 MTP/SCS also includes the additional scenario year of 2045 to comply with federal law. The 2045 MTP/SCS meets the 2020 and 2035 GHG targets.

SB 375 specifically states that nothing in the law changes local governments local land use authorities. The 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. The 2045 MTP/SCS includes and accommodates the growth projections for the region. SB 375 also requires that forecasted development patterns for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.²

In addition, this 2045 MTP/SCS EIR lays the groundwork for the streamlined review of qualifying development projects. Qualifying projects that meet statutory criteria and are consistent with the 2045 MTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws; see Section 1.3.2.

2.1.3 MAP-21

The Moving Ahead for Progress in the 21st Century Act (MAP-21), (Public Law 112-141) was enacted in 2012, preceding the FAST Act that builds upon MAP-21. Through the MTP development process, MAP-21 encourages AMBAG to:

- Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.³

Specifically, MAP-21 requires that the MTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;

² The RHNA was last updated as part of the 2035 MTP/SCS and will be updated for the next MTP/SCS scheduled for adoption in 2026.

³ 23 U.S.C. § 134(g)(3)(A).

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- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.⁴

The 2045 MTP/SCS and the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs have been prepared to meet these requirements.

2.1.4 Fixing America's Surface Transportation Act (FAST Act)

The Fixing America's Surface Transportation (FAST) Act, as enacted in 2015 and later extended, builds on the changes made by MAP-21 (Public Law 114-94). While MAP-21 reformed the metropolitan and statewide transportation planning processes, the FAST Act includes provisions to support and enhance these reforms. Public involvement remains a hallmark of the planning process.

The FAST Act continues requirements for a long-range plan and a short-term transportation improvement program (TIP), with the long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses. The statewide and metropolitan long-range plans must describe the performance measures and targets that states and MPOs use in assessing system performance and progress in achieving the performance targets. In addition, the FAST Act requires the planning process to consider projects/strategies to improve the resilience and reliability of the transportation system, address stormwater mitigation and enhance travel and tourism.

Finally, to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers, and further encourages MPOs to consult during this process with officials of other types of planning activities, including tourism and natural disaster risk reduction. MAP-21 and the FAST Act also change criteria for MPO officials to provide transit provider representatives with equal authority and allow the representative to also serve as the representative of a local municipality.

Through the RTP development process, the FAST Act encourages MPOs and RTPAs, to:

- Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic

⁴ 23 U.S.C. §134(h)(1).

development, environmental protection, airport operations and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.⁵

Specifically, the FAST Act requires that the RTP planning process provide for consideration of projects and strategies that will:

- (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- (B) Increase the safety of the transportation system for motorized and non-motorized users;
- (C) Increase the security of the transportation system for motorized and non-motorized users;
- (D) Increase the accessibility and mobility of people and for freight;
- (E) Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) Promote efficient system management and operation;
- (H) Emphasize the preservation of the existing transportation system.
- (I) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) Enhance travel and tourism.⁶

2.1.5 Planning Final Rule – FAST Act

On May 27, 2016, the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule was issued, with an effective date of June 27, 2016 (Title 23 CFR Parts 450 and 771 and Title 49 CFR Part 613). This final rule states, “On or after May 27, 2018, an RTPA may not adopt an RTP that has not been developed according to the provisions of MAP-21/FAST Act as specified in the Planning Final Rule.” This rule applies to the AMBAG MTP/SCS.

2.1.6 Environmental Justice

AMBAG and the RTPAs are required to address social equity and environmental justice in the 2045 MTP/SCS and the county level RTPs. The legal basis for environmental justice stems from the Civil Rights Act of 1964, along with Executive Order 12898 (February 1994), which states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations.” AMBAG and the RTPAs must evaluate how the

⁵ 23 U.S.C. §134(g)(3)(A).

⁶ 23 U.S.C. §134(h)(1).

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2045 MTP/SCS and the county level RTPs might impact minority and low income populations and must ensure that the 2045 MTP/SCS and RTPs does not have a disproportionate adverse impact on such populations. The MTP and the county level RTPs meet EO 12898 and Title VI requirements which are further discussed in Chapter 5 of the 2045 MTP/SCS.

In addition, per 23 C.F.R. Section 450.316(a)(1)(vii), the public participation plan that AMBAG must develop and use must describe explicit procedures, strategies, and desired outcomes for “[s]eeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low income and minority households, who may face challenges accessing employment and other services.”

2.1.7 Metropolitan/Regional Transportation Plans

The procedures for developing Regional Transportation Plans (RTPs) – also referred to as Metropolitan Transportation Plans (MTPs) – are provided in the California Transportation Commission’s *2017 California Regional Transportation Plan Guidelines for MPOS and for RTPAs* (California Transportation Commission 2017). Because the AMBAG document encompasses three RTPs, it is referred to as a MTP as AMBAG is the MPO overseeing the tri-county area. The MPO guidelines set forth requirements also applicable to RTPAs, which include:

- Provide an assessment of current modes of transportation and the potential of new travel options within the region;
- Project/estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address the region’s mobility and accessibility needs;
- Guide and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements in sufficient detail to serve as a foundation for:
 - Development of the Federal Transportation Improvement Program (FTIP) and the Interregional Transportation Improvement Program (ITIP);
 - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process; and
 - Identification of project purpose and need.
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals;
- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, Native American Tribal Governments and State and Federal agencies in responding to statewide and interregional transportation issues and needs;
- Provide a forum for 1) participation and cooperation, and 2) facilitating partnerships that reconcile transportation issues which transcend regional boundaries; and

- Involve community-based organizations as part of the public, Federal, State and local agencies, Native American Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

RTPs and MTPs must include long-term horizons (at least 20 years) that reflect regional needs, identify regional transportation issues/problems and develop and evaluate solutions that incorporate all modes of travel. RTPs and MTPs must also recommend a comprehensive approach that provides direction for programming decisions to meet the identified regional transportation needs. RTPs and MTPs must be consistent with the applicable requirements of MAP 21, the FAST Act and other federal laws and regulations, including conformity with the 1990 Clean Air Act Amendments and consistency with the FTIP. Because the 2045 MTP/SCS is a compilation of three RTPs, consistency among the documents is achieved through the MTP.

2.1.8 Project Objectives

The underlying purpose of the 2045 MTP/SCS and the county level RTPs is to coordinate and facilitate the planning, programming and budgeting of all transportation facilities and services within the Monterey Bay region through 2045 and demonstrate how the region will integrate transportation and land use planning to meet the GHG reduction targets established by CARB. In developing the 2045 MTP/SCS and county level RTPs, AMBAG and the respective RTPAs followed the FAST Act requirements that the RTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts; and
- Enhance travel and tourism.

For purposes of this EIR, the primary objective of the 2045 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements, including California Transportation Commission Guidelines and SB 375, including SB 375's regional GHG

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reduction targets. AMBAG's specific objectives for the 2045 MTP/SCS are to additionally ensure that the SCS and the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel, facilities, and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

2.2 Project Location

The 2045 MTP/SCS covers the entire area of Monterey, San Benito, and Santa Cruz counties and includes all the incorporated cities and unincorporated communities contained therein (see Figure 2-1). The three Regional Transportation Plans each cover the entire areas of their respective county. Capital improvement projects identified in the 2045 MTP/SCS and each of the county level RTPs are located on State highways, county roads and locally owned streets, as well as on transit district property, and public utility lands.

2.3 Project Characteristics

The 2045 MTP/SCS and county level RTPs are an update to the 2040 MTP/SCS/RTPs which were adopted in June 2018. The updates from the 2040 MTP/SCS and county level RTPs consisted of updating the growth forecasts from 2015-2040 to 2015/2020-2045; updating project cost estimates; updating revenue assumptions; and minor changes to transportation project lists. The MTP/SCS vision, policies, and goals have not changed, nor have most of the performance metrics. However, the GHG reduction targets established by CARB for AMBAG have increased.

The 2045 MTP/SCS and county level RTPs plans address how the AMBAG region will meet its transportation needs for the period through 2045, considering existing and projected future land use patterns as well as population and job growth. The 2045 MTP/SCS estimates nearly \$13.3 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, aviation, as well as transportation demand management measures (TDM) and transportation systems management (TSM).

The 2045 MTP/SCS is based on a preferred land use and transportation scenario which defines a pattern of future growth and transportation system investment for the region emphasizing a transit oriented development and infill approach to land use and housing. Population and job growth are allocated principally within existing urban areas near public transit. Table 2-1 is the projected population growth within the AMBAG region. The preferred

Figure 2-1 Project Location



 Project Location
(County Boundaries)

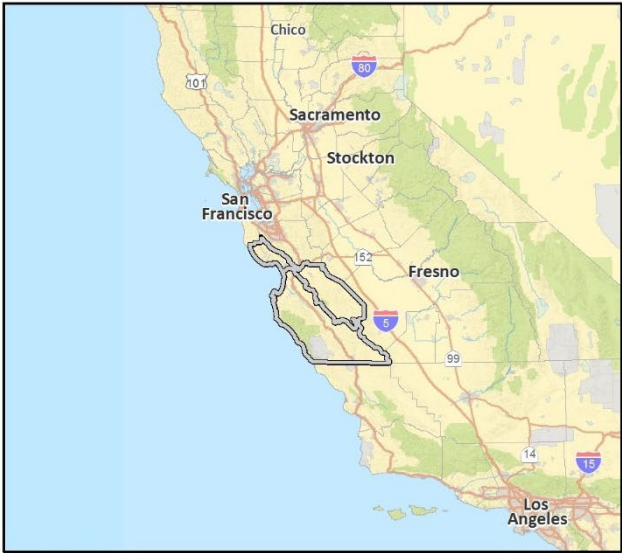


Fig 2 Project Location

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land use and transportation scenario are based on the most recent planning assumptions, and consider local general plans and other factors such as updated specific plans and recently completed transportation planning studies.

Transportation projects and the preferred land use pattern that are included in the 2045 MTP/SCS for the year 2045 are shown in Figure 2-2 through Figure 2-8. Chapter 4 of the 2045 MTP/SCS describes the proposed SCS, with Chapter 5 identifying the metrics to quantify the transportation, environmental, economic and equity benefits of the Plan. Appendix G of the 2045 MTP/SCS highlights the performance of the MTP/SCS for 2045. The performance of the Revenue Constrained network is compared in Appendix G to other network scenarios, such as 2020 Baseline and 2045 No Project.

Table 2-1 Forecasted AMBAG Population Growth 2020-2045

Jurisdiction	2020	2030	2045	Percent Change
Monterey County	441,143	467,068	491,443	11%
Carmel-By-The-Sea	3,949	3,954	3,984	1%
Del Rey Oaks	1,662	1,734	2,650	59%
Gonzales	8,506	13,492	15,711	85%
Greenfield	18,284	19,734	20,433	12%
King City	14,797	16,101	17,064	15%
Marina	22,321	25,126	30,044	35%
Monterey	28,170	28,650	29,639	5%
Pacific Grove	15,265	15,395	15,817	4%
Salinas	162,222	170,459	177,128	9%
Sand City	385	516	1,198	211%
Seaside	33,537	35,107	38,316	14%
Soledad	25,301	26,824	29,133	15%
Unincorporated County Territory	106,744	109,976	110,326	3%
San Benito County	62,353	73,778	83,366	34%
Hollister	40,646	43,327	45,599	12%
San Juan Bautista	2,112	2,315	2,436	15%
Unincorporated County Territory	19,595	28,136	35,331	80%
Santa Cruz County	271,233	284,146	294,967	9%
Capitola	10,108	10,794	11,126	10%
Santa Cruz	64,424	72,218	79,534	23%
Scotts Valley	11,693	11,837	12,010	3%
Watsonville	51,515	54,270	56,344	9%
Unincorporated County Territory	133,493	135,027	135,953	2%
AMBAG Total	774,729	824,992	869,776	12%

Source: AMBAG's Draft 2022 Regional Growth Forecast. AMBAG (2020).

Figure 2-2 MTP Projects Monterey County (2045)



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Figure 2-3 SCS Land Use Monterey County: North (2045)

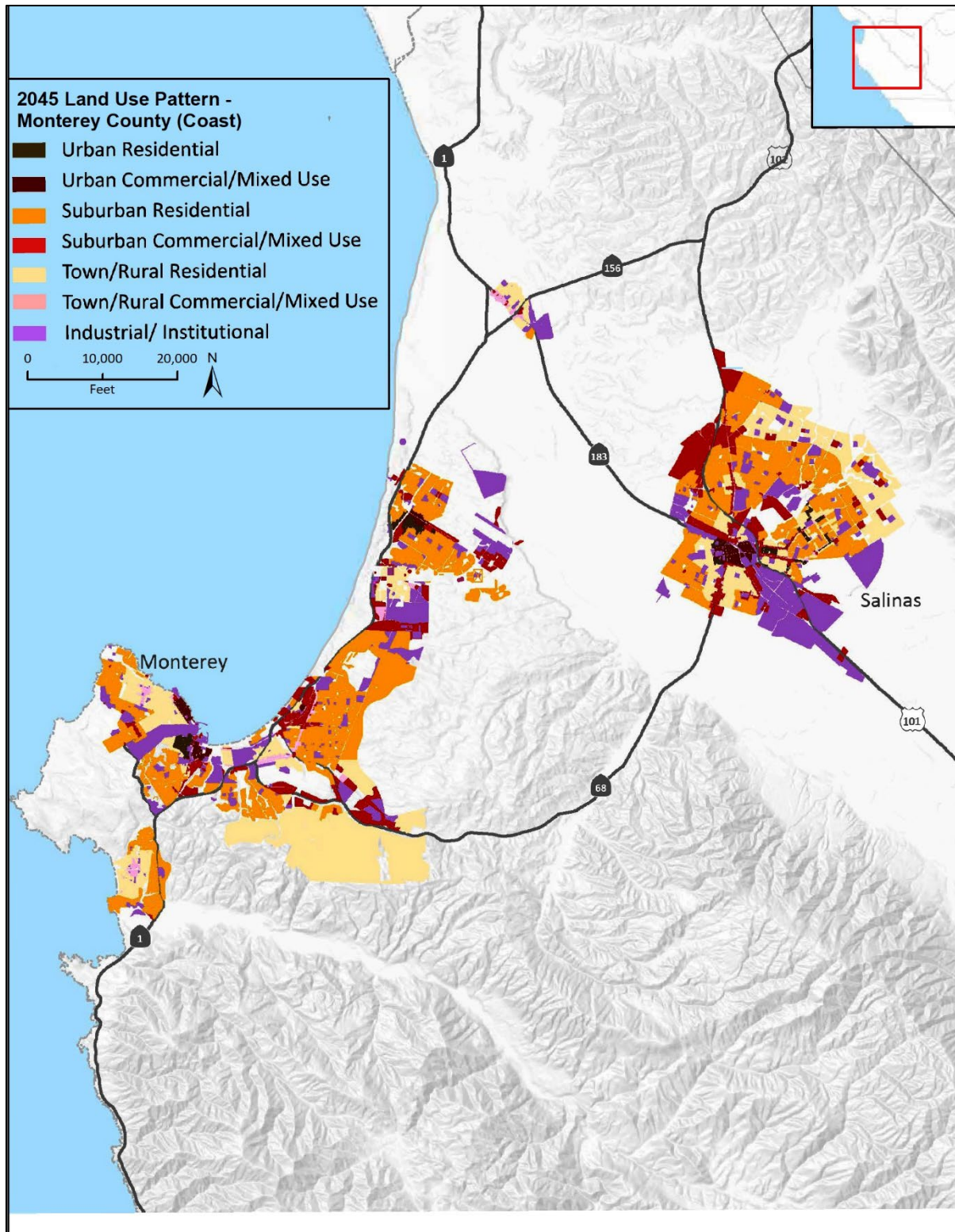
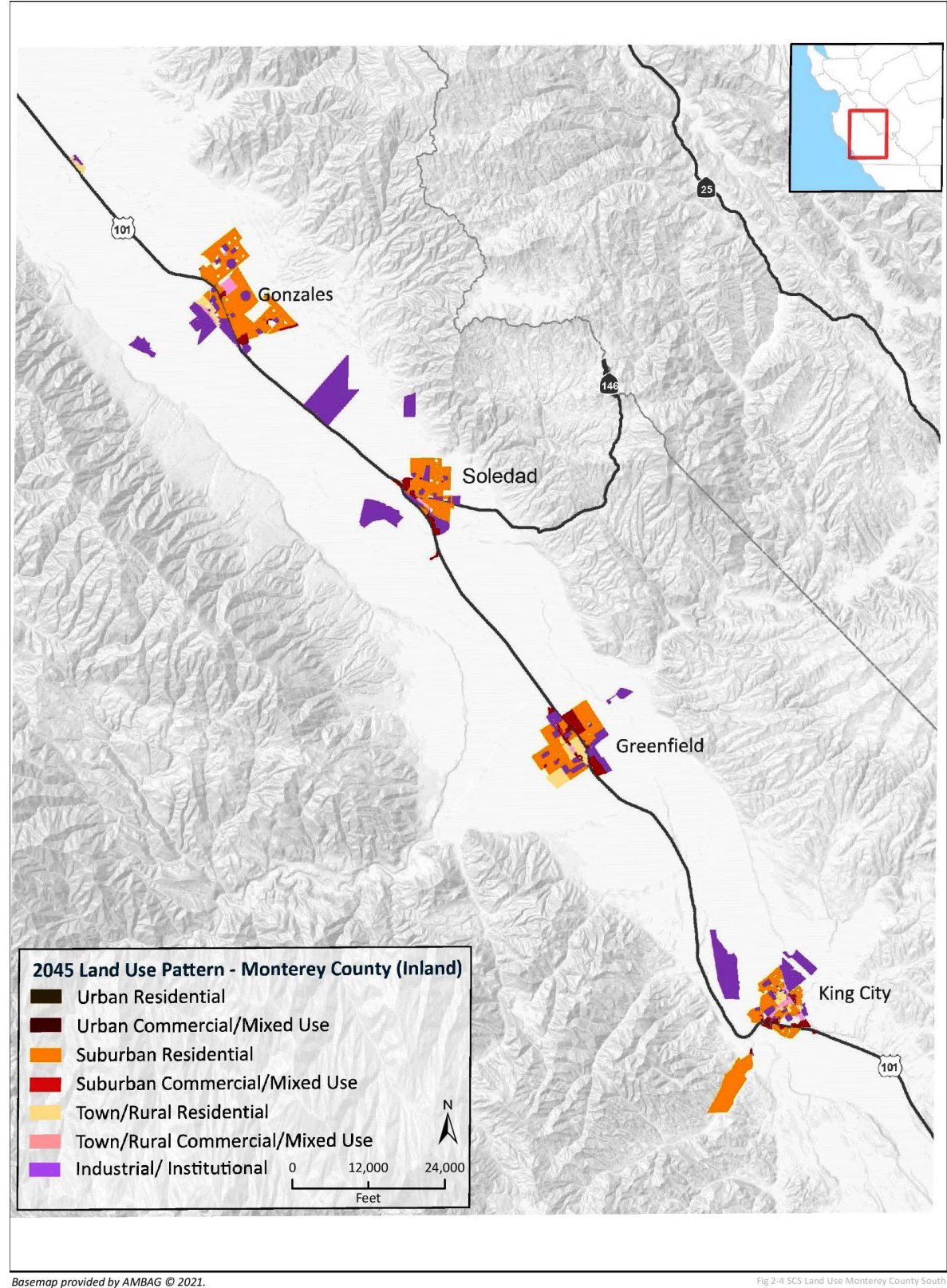


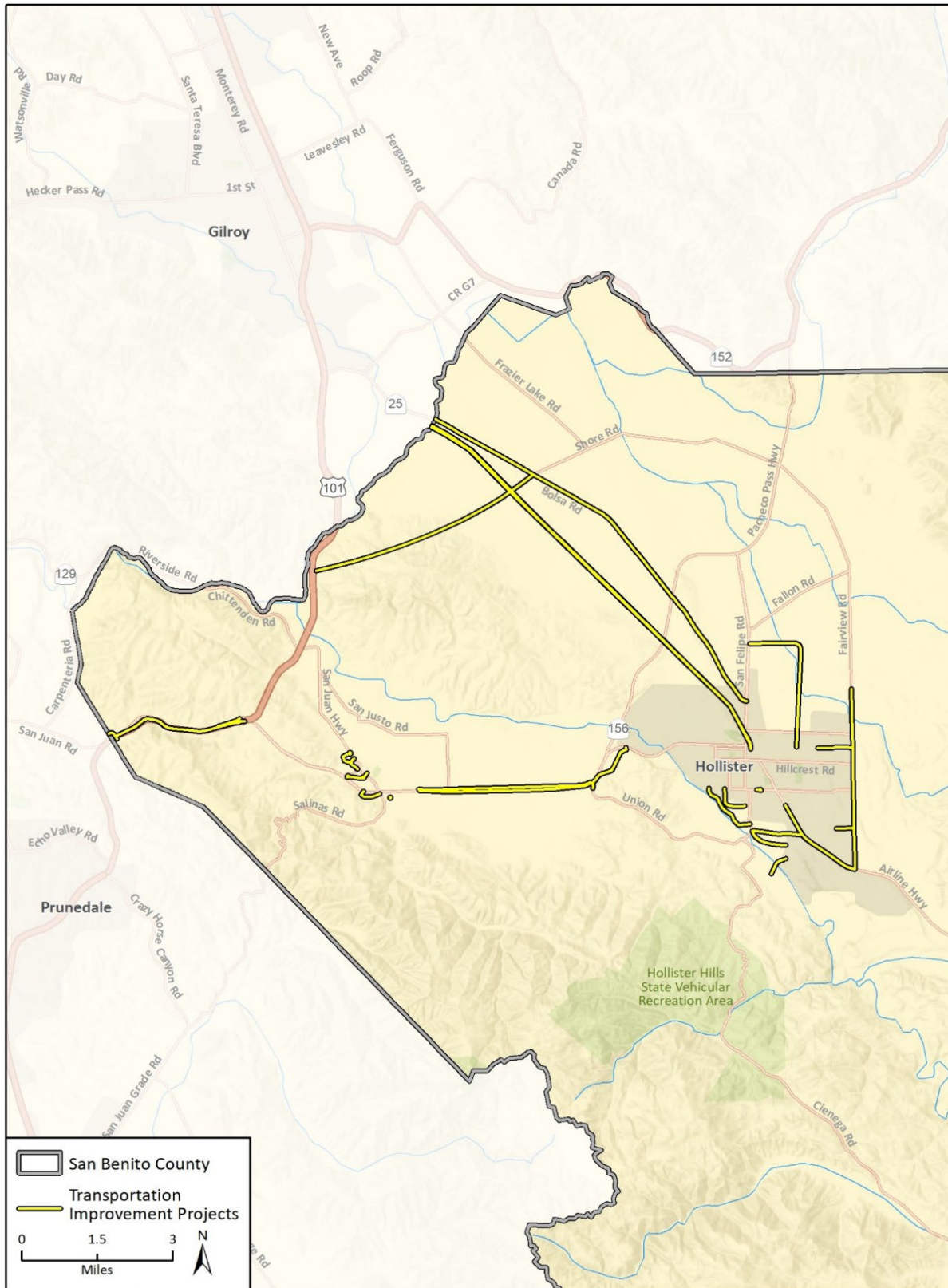
Figure 2-4 SCS Land Use Monterey County: South (2045)



Note: Figure 2-4 has been revised to remove former State Route 146 from San Benito County.

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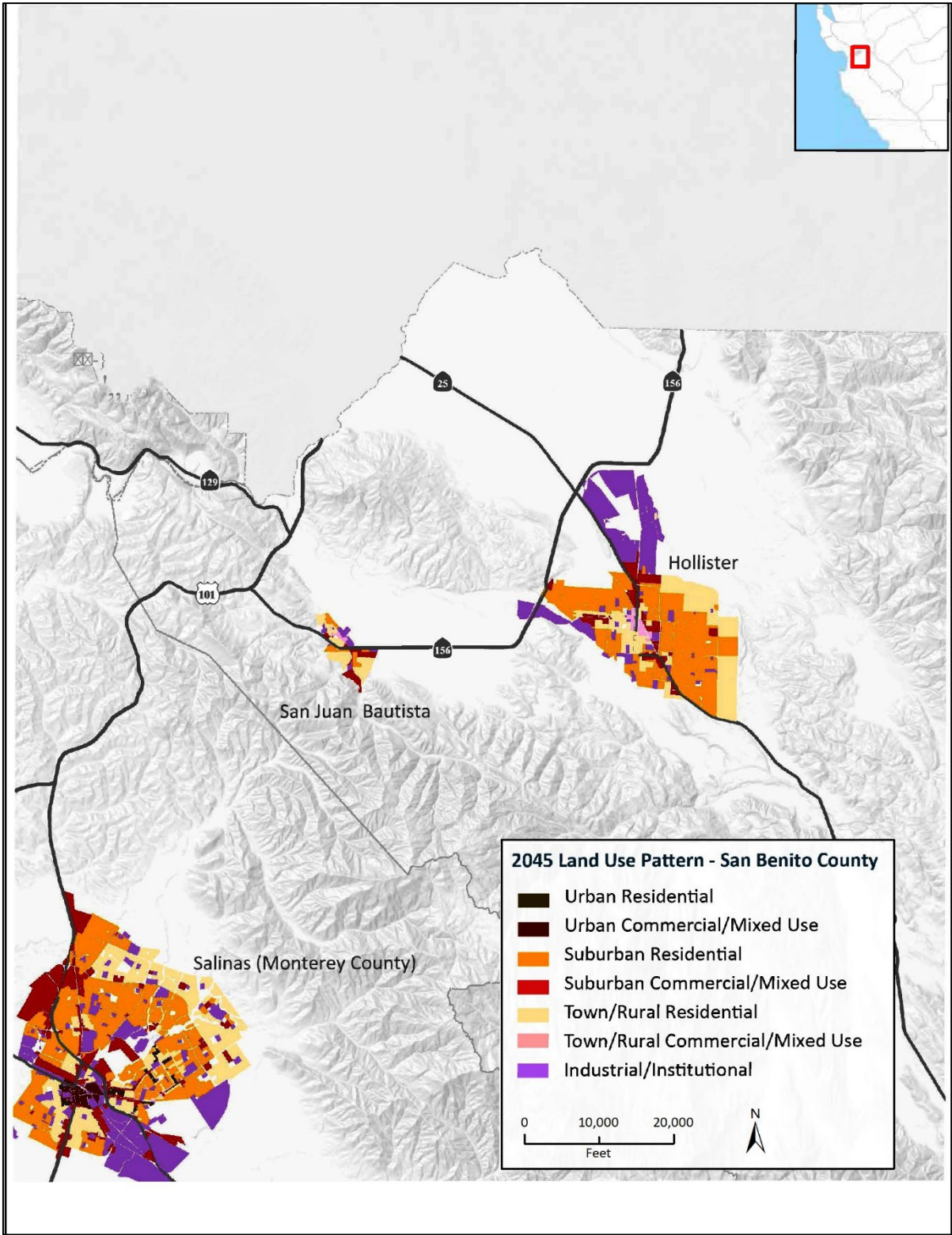
Figure 2-5 MTP Projects San Benito County (2045)



Imagery provided by ESRI and its licensors © 2021.
Additional data provided by AMBAG 2021.

Fig 2-5 MTP Projects San Benito County

Figure 2-6 SCS Land Use San Benito County (2045)



Association of Monterey Bay Area Governments
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Figure 2-7 MTP Projects Santa Cruz County (2045)

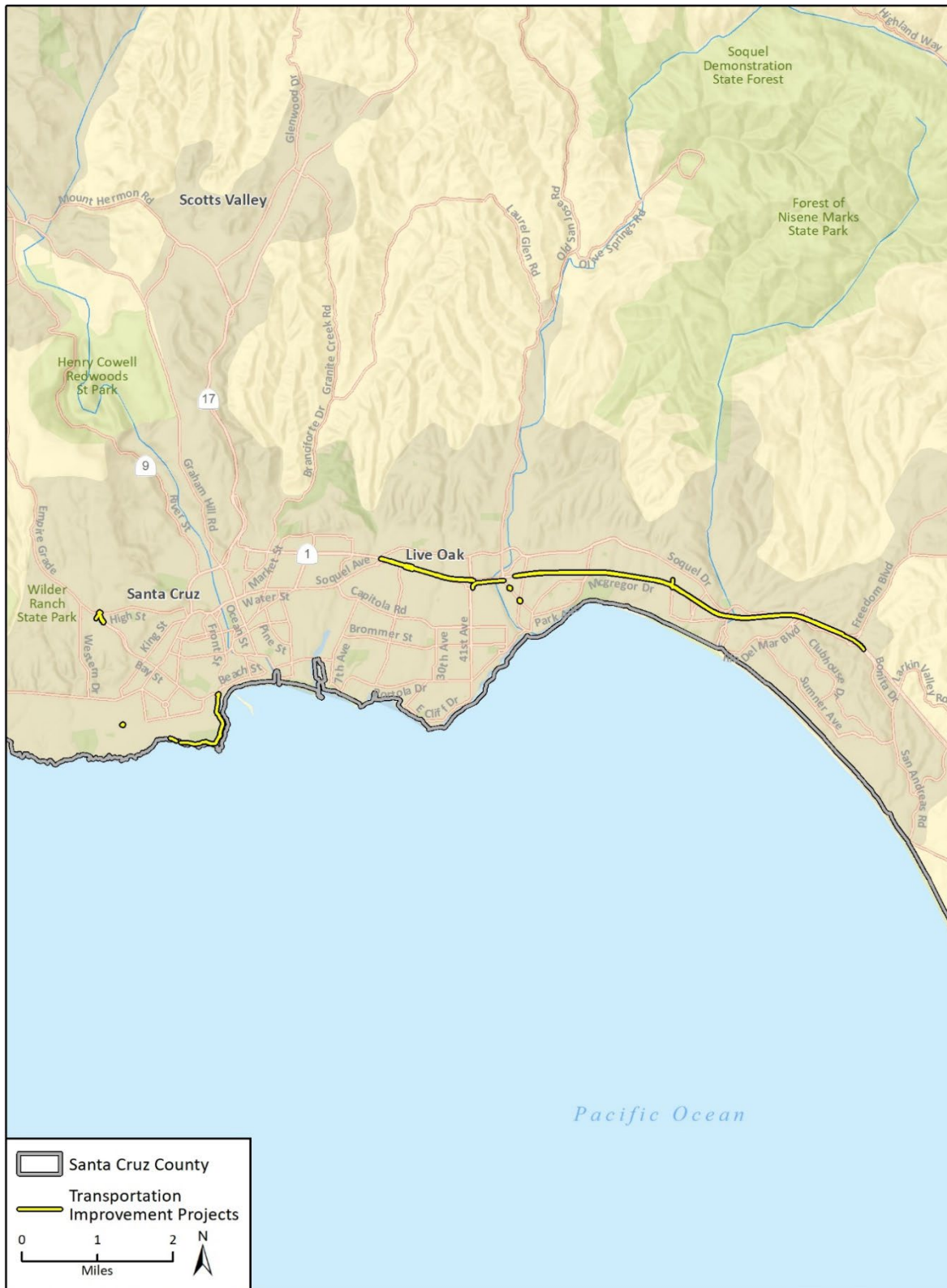
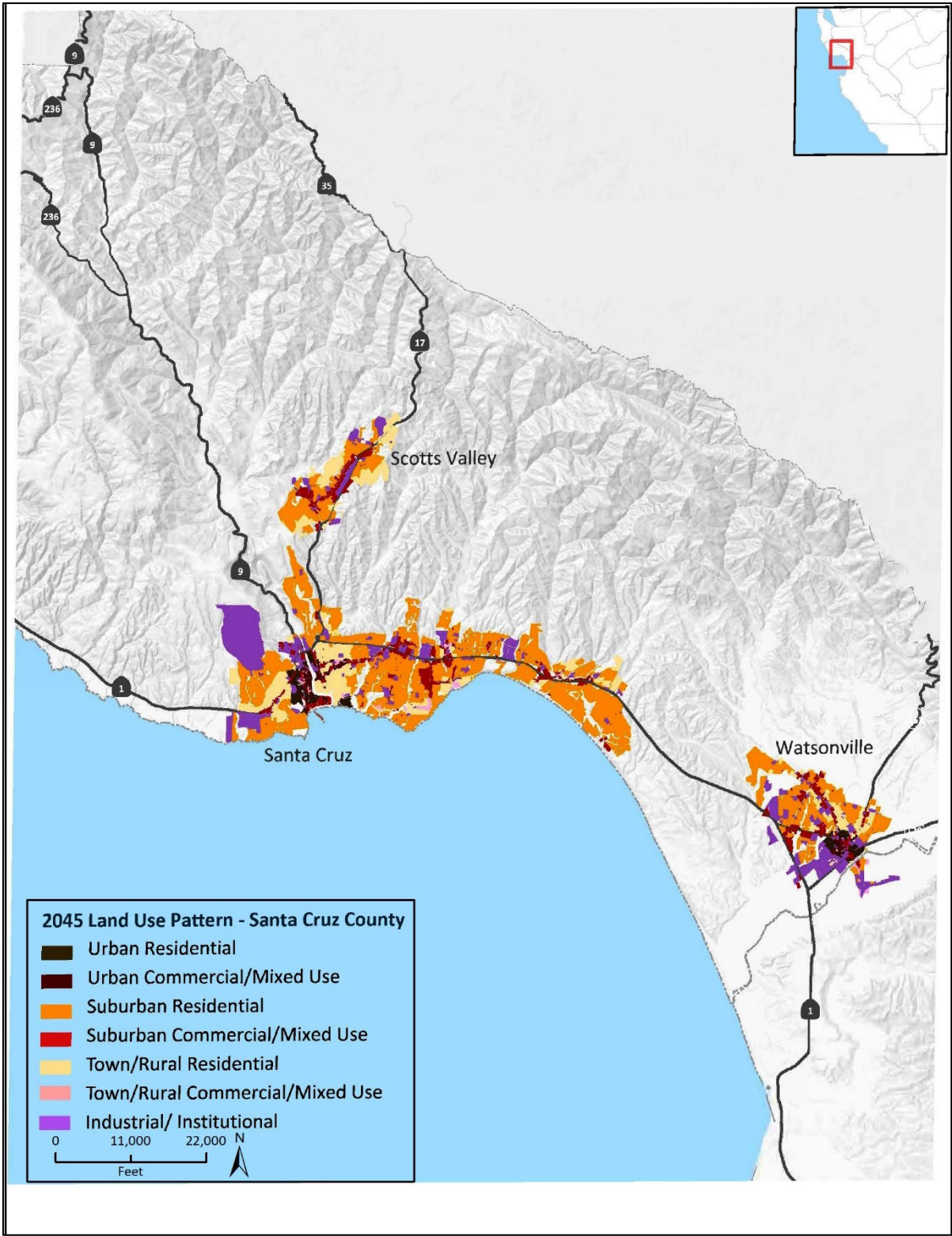


Figure 2-8 SCS Land Use Santa Cruz County (2045)



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The 2045 MTP/SCS preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway capacity, local street improvements, active transportation, and transit investments, as well as transportation demand management and system management to serve a more concentrated urban growth pattern.

The 2045 MTP/SCS is organized into seven chapters plus an Executive Summary:

- *Executive Summary.* Includes an overview of the 2045 MTP/SCS, the preferred scenario and its performance, an explanation of the planning process and the allocation of transportation funding.
- *Chapter 1 – Vision.* Discusses legal authority, the overall purpose of the 2045 MTP/SCS and transportation-related issues and challenges faced by the region.
- *Chapter 2 – Transportation Investments.* Defines how to make the most out of the existing transportation system by investing in system preservation and maintenance, along with strategic system expansion and travel demand and system management strategies. The transportation investments are intended to provide more safe and efficient travel choices for the region’s residents, businesses, and visitors.
- *Chapter 3 – Financial Plan.* The financial plan presents funding strategies that are reasonably available by 2045.
- *Chapter 4 – Sustainable Communities Strategy.* Describes how the SCS was developed, identifies the land use and transportation connection, identifies the transportation system and programs, discusses resource areas and farmland, methods to accommodate the region’s housing needs, how AMBAG will meet GHG reduction targets and implementation strategies.
- *Chapter 5 – Outcomes.* Introduces the concept of performance measures as they relate to accomplishing the 2045 MTP/SCS goals while meeting social equity responsibilities.
- *Chapter 6 – Public Participation.* Provides a public participation process including methods for engaging the community and local jurisdictions in the development of the 2045 MTP/SCS.
- *Chapter 7 – Glossary.* Identifies key terms and their definitions.
- *Appendices.* The appendices include the following:
 - A. Regional Growth Forecast
 - B. Financial Plan
 - C. Project Lists
 - D. Public Participation
 - E. SCS Documentation
 - F. Travel Demand Model and Land Use Model Documentation
 - G. Performance Measures
 - H. Complete Streets Guidebook

- I. SCS Maps
- J. MTP Checklist
- K. 2045 MTP/SCS Comments and Responses

Of these seven chapters, the Vision Element, Transportation Investments, Financial Plan and Sustainable Communities Strategy (Chapters 1, 2, 3 and 4) are the four components that include provisions with the potential to create physical changes to the environment and are the primary focus for analysis in this EIR. These chapters are described in more detail below.

2.3.1 Vision

The 2045 MTP/SCS serves as a blueprint for addressing the mobility and sustainability challenges faced in the region. The vision of the 2045 MTP/SCS is to improve the quality of life for residents by implementing suitable or appropriate land use and transportation choices for the future.

The 2045 MTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2045. AMBAG began developing the 2045 MTP/SCS by confirming the following goals and policy objectives:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

It is AMBAG's intent that the goals and policy objectives be supported by the individual RTPs prepared by Monterey, San Benito, and Santa Cruz counties. The goals, policies and objectives that create the framework for each RTP that comprise the MTP are summarized below.

2.3.1.1 2022 Monterey County RTP

The 2022 MC-RTP Policy Element is intended to address transportation issues affecting Monterey County. For each issue, a goal to address that issue is adopted, and then policies/objectives are adopted to accomplish that goal. Goals for the 2022 MC-RTP include:

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- **Goal 1: Access and Mobility.** Deliver a reliable and efficient transportation system for all users.
- **Goal 2: Safety and Health.** Create a safer transportation system that fosters countywide health.
- **Goal 3: Environmental Stewardship.** Protect the County's natural environment and promote resiliency of the built environment.
- **Goal 4: Equity.** Promote social and geographic equity through transportation planning, engineering and design.
- **Goal 5: Economic Vitality.** Foster an economically viable transportation system that supports the regional economy.

2.3.1.2 2045 San Benito County RTP

The 2045 SBC-RTP Policy Element is intended to address transportation issues affecting San Benito County. For each issue, a goal to address that issue is adopted, and then policies/objectives are adopted to accomplish that goal. Goals for the 2045 SBC-RTP include:

- **Goal 1: Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region. Promote cross jurisdictional coordination to bring about efficiency and connectivity.
- **Goal 2: System Preservation & Safety.** Preserve and ensure a sustainable and safe regional transportation system.
- **Goal 3: Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system. Pursue suitable and flexible funding to maintain and improve the System.
- **Goal 4: Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- **Goal 5: Social Equity.** Provide an equitable level of transportation services and projects to all segments of the population. Encourage community participation, paying close attention to traditionally underrepresented communities.
- **Goal 6: Environment.** Promote environmental sustainability and protect the natural environment.

2.3.1.3 2045 Santa Cruz County RTP

The 2045 SCC-RTP Policy Element is intended to address transportation issues affecting Santa Cruz County. For each issue, a goal to address that issue is adopted, and then policies and objectives are adopted to accomplish that goal. Goals for the 2045 SCC-RTP include:

- **Goal 1:** Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

- **Goal 2:** Reduce transportation related fatalities and injuries for all transportation modes.
- **Goal 3:** Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment

This framework of goals and policy objectives was used to guide the development of the 2045 MTP/SCS and specifically the performance measures developed by AMBAG to evaluate how well the 2045 MTP/SCS and alternatives perform. For reference, the performance objectives are provided in the 2045 MTP/SCS and addressed in more detail in Section 7, *Alternatives*.

2.3.2 Transportation Investments

Chapter 2 sets forth the proposed investments and strategies within the 2045 MTP/SCS. The investments discussed in the chapter are intended to optimize the performance and to strategically expand the existing transportation system as shown on Figure 2-2, Figure 2-5 and Figure 2-7. The investments included in the 2045 MTP/SCS are consistent with the county level RTPs and address transportation system preservation, roadway, rail, bus, airport, bicycle and pedestrian facilities and demand and systems management. The Monterey Bay area has invested and placed a high priority on protecting the region's existing multimodal transportation system to ensure that the system is operating efficiently, safely, and effectively as possible. Transportation investment strategies have not changed in this 2045 MTP/SCS update. As described previously, project cost estimates and revenue assumptions have been updated, along with some minor changes to the transportation project lists. However, the overall vision, policies and goals have not changed from 2040. The performance metrics have been updated and expanded from the 2040 MTP/SCS (see Appendix C).

One of the primary goals of the 2045 MTP/SCS is to reduce per capita GHG emissions over the next approximately 25 years. A strategic transportation system expansion would provide the region with mobility and accessibility by targeting expansion around bus transit, rail, key roadways, and active transportation. The 2045 MTP/SCS provides over \$7.5 billion for highway, local streets and roads investments which include corridor improvements, roadway widenings and extensions, new roads, and maintenance/repair. A significant portion of local streets and road investments also include bicycle and pedestrian improvements.

Another focus of the 2045 MTP/SCS is providing \$3.9 billion for a long-term public transit network that meets the regions mobility needs. The remaining transit funding is separated between maintenance and operation costs, as well as adding new transit vehicles and infrastructure.

The 2045 MTP/SCS emphasizes active transportation projects, which refers to bicycle and pedestrian facilities. Since one of the primary goals of the 2045 MTP/SCS is to reduce GHG emissions, active transportation plays a large role in reducing congestion, increasing health and improving overall quality of life. The 2045 MTP/SCS intends to make active transportation more attractive, safe and feasible for all different users in the region, and the 2045 MTP/SCS has provided nearly \$988 million for active transportation projects. These investments and improvements include addition of bike lanes, widenings and extensions, sidewalks, and trails.

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These investments are in addition to the active transportation improvements included as part of the local streets and roads investments. These efforts are consistent with the Complete Streets Act of 2008 (AB 1358).

The 2045 MTP/SCS also considers airport improvements which would improve regional and state system capacity and safety. AMBAG is not responsible for approving improvements to airports.

The transportation network is crucial for the region as the network provides the access and means of travel for the agricultural products grown in the region. The health of all the major roads, highways and railways is vital to the success and safety of the region. Finally, the 2045 MTP/SCS also includes TDM and TSM programs and projects which intend to improve the efficiency and effectiveness of the network. The strategies employed by these management programs would reduce vehicular demand and congestion, which is directly in line with the goal of reducing GHG emissions. The 2045 MTP/SCS allocates nearly \$127 million to TDM strategies which include vanpool and telecommuting. The 2045 MTP/SCS allocates \$106 million to TSM projects and programs which include, but are not limited to, autonomous vehicles, shared vehicles, incident management, ramp metering, and traffic signal synchronization.

The 2045 MTP/SCS transportation projects are further described in Section 2.4, below. A complete discussion of 2045 MTP/SCS transportation investments and plans is provided in Chapter 2 of the 2045 MTP/SCS.

The 2045 MTP/SCS includes financially constrained projects which identify the programs and projects proposed by RTPAs, local and county government, public transit operators and airport operators in the tri-county region for which funding will likely be available. These include a full range of programs and projects intended to improve roadway capacity/vehicular flow, enhance transit operations, improve safety, support transportation planning and travel demand management, promote high occupancy vehicle use, encourage active transportation travel and improve multimodal and intermodal facilities.

The 2045 MTP/SCS does not provide project designs or a construction schedule. Adoption of the 2045 MTP/SCS would not represent an approval action for any of the individual transportation programs and projects listed in the financially constrained Plan. Detailed site specific alignment, location, design and scheduling of the improvement projects which are included in the 2045 MTP/SCS are not fixed by the 2045 MTP/SCS, and these individual projects may be modified substantially from their initial description in the 2045 MTP/SCS at the time they are considered for implementation.

2.3.3 Financial Plan

The Financial Plan identifies how much money is available to support the region's surface transportation investments, including transit, highways, local road improvements, system preservation and demand management goals. It also addresses the need for investment in goods movement infrastructure. The projects included in the 2045 MTP/SCS are "financially

constrained,” which means there is a plan in place to secure the funding. In most cases, future programming action will be required.

The financial forecasts in the 2045 MTP/SCS are based on reasonably foreseeable revenues. The projections are calculated using a combination of historical averages, current trends and/or state and federal actions. Actual revenues will vary from year to year. The financial projections and estimation methods used in the 2045 MTP/SCS were developed collectively with the transportation planning, state and local agencies in the Monterey Bay Area including AMBAG, TAMC, SBtCOG, SCCRTC, Caltrans, Monterey-Salinas Transit (MST), the Santa Cruz Metropolitan Transit District (SC METRO), the three counties and 18 cities.

The Financial Plan identifies major federal, state, and regional/local funding sources anticipated to be available during the life of the 2045 MTP/SCS. Most federal revenue is projected to come from the Highway Bridge Program, FEMA funding for emergency road repairs, the Urbanized Area Formula Program (Section 5307), the FAA Airport Improvement Program, and the Regional Surface Transportation Program. State revenue sources include the State Highways Operation and Protection Program (SHOPP), State Transportation Improvement Program (STIP) and Senate Bill 1 (SB 1) funding. Local revenue sources include the Transportation Development Act (TDA)/Local Transportation Fund (LTF), gas tax, transit fares and developer fees. In November 2016, TAMC and SCCRTC passed local sales tax measures, Measure X and Measure D respectively, to fund transportation projects of all modes in their respective counties. In addition, SBtCOG passed Measure G, a local sales tax measure in November 2018 to fund transportation projects in San Benito County. This significant local investment in transportation will provide a stable funding source for local road maintenance, transit operations, active transportation investments and other congestion reducing projects. Together, these measures are expected to generate roughly \$1.4 billion over 25 years.

Total revenue is projected to be nearly \$13.3 billion in current year dollars. A complete discussion of the 2045 MTP/SCS financial plan is provided in Chapter 3 of the 2045 MTP/SCS.

2.3.4 Sustainable Communities Strategy

The SCS ultimately consists of the preferred land use and transportation scenario selected by AMBAG as best capable of meeting MTP objectives, including regional GHG reduction targets set by CARB. The 2045 MTP/SCS simultaneously addresses the region’s transportation needs and encourages infill development near transit investments to reduce vehicle miles traveled (VMT) and overall GHG emissions. This strategy selectively increases residential and commercial land use capacity within transit corridors in existing urban areas, shifting a greater share of future growth to these corridors.

The SCS, as outlined in Chapter 4 of the 2045 MTP/SCS, includes a preferred land use scenario, SCS toolkits, opportunity areas, programs and strategies, protection of natural resources, and implementation strategies, as described below:

- **SCS Toolkits.** The SCS toolkits consist of examples of projects and best practices to help achieve regional and local sustainability goals and emission reduction targets through

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efforts to provide housing, jobs and services in proximity to one another and to better link them by transit, and safe and convenient bicycle and pedestrian access. The tools are grouped in separate Infill Housing, Economic Development and Transportation sections of the toolkit.

- **Opportunity Areas.** SB 375 includes provisions for CEQA streamlining for developments that meet a specific set of criteria specified in California Public Resources Code Section 21155 et seq. At a minimum, these criteria include proximity to high quality transit. Areas that qualify for streamlining are called “opportunity areas.”
- **Programs and Strategies.** This section describes programs and strategies that are generally less costly than infrastructure improvements to the transportation network, but that can improve traffic flow as well as the effectiveness of the whole transportation system. These programs and strategies include TSM measures, such as ramp metering, and TDM measures, such as promoting telecommuting and expanding vanpool services.
- **Protection of Natural Resources.** The SCS incorporates adopted habitat mitigation plans as well as the conservation of other sensitive resource lands such as steep slopes, wetlands, and floodplains as reflected in plans by local jurisdictions. These local and regional plans ensure the conservation of plant and animal species, and natural habitats through low density zoning, conservation easements, and land purchases.
- **Implementation Strategies.** This section provides a list of strategies that AMBAG, RTPAs, local jurisdictions and other stakeholders may consider to successfully implement the SCS.

The transportation projects, programs, and strategies contained in the 2045 MTP/SCS are major components of the SCS. However, the SCS also focuses on the general land use growth pattern for the region, because the geographic relationships between land uses—including density and intensity— help determine travel demand. Thus, to meet requirements of SB 375, the SCS:

- Identifies existing and future land use patterns;
- Establishes a future land use pattern to meet GHG emission reduction targets;
- Identifies transportation needs and the planned transportation network;
- Considers statutory housing goals and objectives;
- Identifies areas to accommodate long-term housing needs;
- Identifies areas to accommodate eight-year housing needs;
- Considers resource areas and farmland;
- Presents implementation strategies; and
- Complies with federal law for developing an MTP.

Overall, the land use scenario in the SCS provides a diverse mixture of land uses, such as commercial and retail uses, in combination with residential uses that have been shown to reduce vehicle miles traveled and thereby reduce GHG emissions. Combining mixed use

development with infill development, rather than building on the fringes of urbanized areas, reduces GHG emissions by reducing the distance that people must travel to meet their basic needs. The SCS land use scenario assumes increased density via infill development and mixed use in existing commercial corridors in combination with high quality transit service that includes bus service that has headways of 15 minutes or less during the peak period or rail service. By combining increased density and accessibility to transit there is a higher likelihood that people will choose to use transit rather than drive to maximize VMT reduction. Figure 2-2 through Figure 2-8 show the SCS preferred land use scenario, as well as location of the MTP projects.

In developing the SCS scenario alternatives, AMBAG created a set of place types which established a set of land use designations common to general plans for the three counties and 18 cities in the region. The following metrics and characteristics were established as the primary determinants of place type designations:

- **Density.** The general density of a particular land use, expressed as Floor to Area Ratio (FAR) and/or as dwelling units per acre
- **Setting.** The surrounding land use and development context
- **Character.** The urban and built form, including building placement, street pattern and pedestrian or auto-orientation
- **Transportation.** The level of transit access, quality of the pedestrian environment and presence of bicycle infrastructure

The SCS preferred scenario is consistent with the region's RHNA and has enough housing capacity to accommodate the current (6th Cycle) RHNA. The 6th Cycle regional housing need determination (RHND) for AMBAG is 33,274 units and for SBtCOG is 5,005 units. The Draft RHNA Plan is scheduled to be released in early 2022 and approved in summer 2022. In addition to accommodating the RHNA, the SCS identifies areas in the AMBAG region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period through 2045. Housing in the AMBAG region is further discussed in Section 4.13, *Population and Housing*.

The SCS does not create a mandate for land use policies at the local level. In fact, SB 375 specifically states that the SCS cannot dictate local land use policies (see Government Code Section 65080(b)(2)(K)). Rather, the SCS is intended to provide a regional policy foundation that local governments may build upon as they choose.

2.4 2045 MTP/SCS and County Level RTP Transportation Projects

The types of transportation projects comprising the MTP and county level RTPs are summarized below. All projects by type and jurisdiction are shown in Appendix B.

- **Active Transportation.** These projects are focused on improvements designed to benefit pedestrians and bicyclists. They include the construction of Class I-III bicycle lanes, sidewalk gap closures, ADA accessible ramps and sidewalks, pedestrian bridges, widening shoulders, maintenance, rehabilitation and repair projects, installation of traffic calming

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devices, roundabouts, new lighting, and trail access. Within Monterey County, specific projects include the Fort Ord Regional Trail and Greenway (FORTAG), which would include approximately 28 miles of bike and pedestrian trails connecting the City of Marina, California State University Monterey Bay campus, and City of Seaside; citywide intersection ADA upgrades in the City of Monterey; and installation of bikeways on numerous local streets, such as Williams Road in Salinas, Bluff Road near Moss Landing, Castro Street in Monterey, and Central Avenue in Monterey. Within San Benito County, some specific projects include construction of a portion of the San Benito River Recreational Trail and installation of bike lanes along McCray Street, Cerra Vista Road, Hawkins Street, Clearview Drive, Steinbeck Drive, Meridian Road, Bridgevale Road, Berkeley Drive, Airline Highway, Highway 156, and Valley View Drive in Hollister. In Santa Cruz County, specific projects include several segments of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network, installation of bicycle lanes and pedestrian sidewalks on State Routes (Highway) 9 through Felton, and installation of a bicycle path along the levee of the Pajaro River.

- **Highway Improvements.** These projects are generally focused on U.S. 101 and the state highway system throughout each of the three counties. They include the development of new infrastructure such as new interchanges, new and widened roadway lanes, ramp improvements, new overcrossings, roundabouts, and other modifications designed to improve safety and relieve congestion. Specific projects in Monterey County include the conversion of Highway 156 from an expressway to a freeway, construction of a new interchange on U.S. 101 at Highway 156, and construction of frontage roads along U.S. 101 in South County. In San Benito County, specific projects include widening U.S. 101 between the County line and Highway 156 and the Highway 25 Expressway Conversion Project and construction of a four-lane expressway north of existing Highway 156. Improvements to both U.S. 101 and Highway 156 will serve goods movement in the region. Specific projects in Santa Cruz County include the construction of auxiliary lanes on Highway 1 from State Park Drive to Bay Avenue/Porter Street, from 41st Avenue to Soquel Avenue and from Freedom Boulevard to State Park Drive.
- **Highway Operations, Maintenance and Rehabilitation.** These projects focus on operational improvements to use existing highway system infrastructure more safely and efficiently. These include resurfacing, restriping, signal modifications and other improvements. Representative actions include funding the State Highway Operations and Protection Program (SHOPP) and safety in all three counties; operational relief improvements, such as turn pockets and shoulder widening, to Highway 218 in Monterey County; Highway 156/Fairview Road Intersection Improvements in San Benito County; and replacement of the Highway 1 bridge over San Lorenzo River in Santa Cruz County.
- **Local Street and Road Improvements.** These projects are generally focused on county and local streets and roadways. They include the development of new infrastructure such as street widening, realignments, extensions and related improvements designed to improve safety and capacity. Representative improvements include road widening projects along the Marina-Salinas Corridor, including Davis Road and Imjin Parkway, in

Monterey County; widening Fairview Road from McCloskey Road to Highway 25 in south San Benito County and intersection modifications and widening along the Bay Street Corridor from Mission Street to Escalona Drive in Santa Cruz County.

- **Local Street and Road Operations, Maintenance and Rehabilitation.** These projects focus on improvements to existing county and local streets and roadway infrastructure. These include resurfacing, restriping, signal modifications, streetscapes and other improvements designed to maintain and more efficiently and effectively use existing facilities. Specific projects in Monterey County include the Broadway corridor improvement project in Seaside and routine rehabilitation and maintenance of paved roadways. Specific projects in San Benito County include system preservation and maintenance within unincorporated San Benito County and the City of Hollister and installation of a new bridge at Union Road over the San Benito River. Projects in Santa Cruz County include ongoing maintenance, repair, and operation of the street system within unincorporated Santa Cruz County and the cities of Santa Cruz, Watsonville, Capitola, and Scotts Valley
- **Rail Projects.** The only regular rail passenger train currently operating in the region is provided by Amtrak, the Coast Starlight. It connects Los Angeles to Seattle and stops in Salinas, the only Amtrak rail station in the region. This route operates one train in each direction daily. In the future, Amtrak plans to expand service by offering the Coast Starlight service with stations in Soledad and King City. There is also bus service in the region for connections to the Capital Corridor route between San Jose and Sacramento. TAMC and Caltrain have collaborated to establish an extension of the Caltrain system from Gilroy to Salinas, with future stations planned for Pajaro. This will provide a critical passenger rail connection from the Monterey Bay area to San Jose, Silicon Valley, San Francisco, and all connecting interregional and local transit routes.
- **Other Projects.** These projects are primarily focused on the construction of various improvements at public airports within the study area. This EIR focuses on ground transportation projects that improve access to airports. Other airport site improvements such as additional taxiways or on-airport access roads (MON-MAA015-MAA), pavement rehabilitation (MON-MAA021-MAA), and airport property infrastructure improvements (MON-MAA027-MAA) as runway expansions or terminal upgrades are not part of the proposed project analyzed in this EIR. Future project-specific environmental review will be required for these projects, to be completed by the applicable airport district. Other projects in San Benito County include COG planning and administration. Other projects in Santa Cruz County include constructing multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan, RTC administration and planning, and Measure D administration and implementation.
- **Transportation Demand Management.** Within Monterey County, these projects are focused on administering the Monterey County Go831 Travel Demand Management Program. In Santa Cruz County, projects are focused on administering the Cruz511 Traveler Information and GO Santa Cruz County commuter incentive programs. Funds would cover the existing vanpool program within Monterey County and the commute solutions rideshare program in Santa Cruz County. TDM projects include a

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rideshare/commute alternatives program in Monterey County; rideshare and vanpool programs in San Benito County; and various vanpool, bicycling and commuter incentive programs designed to reduce VMT in Santa Cruz County.

- **Transit ADA.** These funds would cover paratransit services and related requirements in Monterey and Santa Cruz counties. In Monterey County, this also includes administration of the Countywide Senior & Disabled Transportation Program, a grant program funded through Measure X and Monterey-Salinas Transit's implementation of Measure Q, Mobility Management services. No new transit ADA projects are proposed for San Benito County.
- **Transit Improvements.** These projects include improvements such as the purchase of rolling stock, bus rehabilitation, purchase of communication equipment, bus shelters and ancillary equipment used to rehabilitate/upgrade existing transit stops/stations. Specific improvements would include a rail extension and bus rapid transit projects in Monterey County and commuter rail to connect San Benito County with Santa Clara County. Specific projects in Santa Cruz County include bus on shoulder on Highway 1 between interchanges and on the outside shoulder through interchanges.
- **Transit Operations.** Funds would cover transit operations and preventative maintenance projects. Within Monterey, San Benito and Santa Cruz counties, the majority of funds would cover transit operations. Within Monterey County, funds would cover fixed-route and public demand response services; within San Benito County, funds would cover general transit operations and transit planning and technology improvements; within Santa Cruz County, funds would cover operations and maintenance for exiting bus services.
- **Transit Rehabilitation.** Within Monterey County, these projects include bus preventative maintenance, bus station rehabilitation and renovations. In San Benito County, these projects include transit vehicle replacement and bus stop improvements. In Santa Cruz County, these projects include bus replacement and maintenance, transit system technology improvements and bus stop improvements.
- **Transportation System Management.** These projects include signal adaptive system and upgrades to signals within the Pacific, Franklin, and Munras corridors in the City of Monterey; emergency call boxes and intelligent transportation systems in San Benito County; and freeway service patrols on Highways 1 and 17, call box system maintenance and transit priority queues in Santa Cruz County.

2.5 Intended Use of EIR

2.5.1 Agencies Expected to Use EIR in Decision-making

The *State CEQA Guidelines* (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making and the approvals for which the EIR will be used to the extent known at the time the EIR is released. This EIR will inform AMBAG, in addition to other responsible agencies, persons, and the public, of the environmental effects

of the proposed 2045 MTP/SCS, MC-RTP, SC-RTP, and SB-RTP and the identified alternatives. AMBAG will use the EIR for the purposes of review and approval of the 2045 MTP/SCS and the RTPAs will use the EIR for the purposes of review and approval of the county level 2045 RTPs.

The lead agencies for projects analyzed in this program EIR may use it as the basis for first-tier analyses of topics such as regional growth, regional transportation and land use alternatives and cumulative impacts. RTPAs may incorporate information provided in this EIR into future transportation plans such as congestion management programs, countywide transportation plans, or county bicycle and pedestrian plans. Other agencies expected to use the EIR include: Caltrans, RTPAs, transit providers in the region (such as MST, SC METRO and San Benito County Express), the Monterey Bay Air Resources District (MBARD), cities and counties.

2.5.2 Project Permits and Approvals

To complete the 2045 MTP/SCS and county level RTPs process, AMBAG will first certify the EIR and then consider adopting the 2045 MTP/SCS. Subsequently, TAMC, SBtCOG, and SCCRTC will consider adopting the EIR and their RTPs. Additional environmental review will be conducted by implementing agencies, as the lead agency for the individual projects contained within the 2045 MTP/SCS, prior to project implementation.

Depending on the location of the project, individual transportation projects identified in the 2045 MTP/SCS, MC-RTP, SC-RTP, and SB-RTP would have to be approved by one or more of the following agencies:

- California Department of Transportation
- Monterey Bay Air Resources District
- California Coastal Commission
- Transportation Agency for Monterey County
- Council of San Benito County Governments
- Santa Cruz Regional Transportation Commission
- Monterey-Salinas Transit
- Santa Cruz Metropolitan Transit District
- San Benito County Express
- Cities and counties in the AMBAG region (which are also responsible for approving land use projects)
- Airports
- California Department of Fish & Wildlife
- Regional Water Quality Control Board
- California Public Utilities Commission
- ~~California Coastal Commission~~

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Caltrans would be a Responsible Agency for all projects planned within its rights-of-way. Any public agencies or private developers contemplating work within a Caltrans right-of-way are required to obtain an approved encroachment permit from Caltrans prior to beginning that work.

2.6 Relationship with Other Plans and Programs

The 2045 MTP/SCS and the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs have been evaluated for consistency with the goals, policies and objectives currently being implemented by municipal and county planning agencies within the region as well as the Local Area Formation Commissions (LAFCO) for Monterey, San Benito, and Santa Cruz counties. This discussion is provided in Section 5.0, *MTP Consistency with Other Plans Analysis*.

The 2045 MTP/SCS would be implemented with several other existing AMBAG programs designed to reduce adverse impacts to transportation resources, air quality, GHG emissions and energy. As the MPO for the Monterey Bay region, AMBAG strives to provide leadership in the areas of transportation, environmental, and economic planning. One of the ways AMBAG improves the transportation system, while at the same time improving air quality and stimulating the local economy, is to provide commuters with viable options to driving alone. AMBAG works closely with regional partner agencies such as TAMC, SBtCOG, SCCRTC, MST, SC METRO, MBARD, Caltrans and local jurisdictions on various transportation and land use planning projects and activities. AMBAG staff provides technical and program related assistance to partner agencies for project and/or program implementation. The following is a summary of programs that AMBAG and partner agencies support:

1. **AMBAG Sustainability Program.** AMBAG partners with public agencies and non-government organizations to promote sustainability throughout the region and help reduce energy use through energy efficiency. The AMBAG Sustainability Program is currently implementing the following initiatives:
 - a. Creating 2018, 2019 and 2020 Community-wide GHG inventories for all Central Coast Community Energy member jurisdictions.
 - b. Providing technical assistance and support for AMBAG jurisdictions pursuing climate action plans.
 - c. Providing energy efficiency technical support to public sector customers in Monterey County.
 - d. Providing Proposition 39 technical assistance services to all school districts in the AMBAG region.
 - e. Developing the Rural Regional Energy Network in order to bring new energy efficiency programs to the AMBAG region.
2. **Electric Vehicle Infrastructure for the Monterey Bay Area.** AMBAG conducted a suitability study identifying the best locations for electric vehicle (EV) infrastructure in the

Monterey Bay Area. TAMC, SCCRTC, and other partner agencies have used the EV master plan to identify priority areas for other charging locations under this project, and additional studies built on this plan to expand EV infrastructure throughout the Monterey Bay Area.

AMBAG is working with the Santa Barbara County Association of Governments (SBCAG) and the San Luis Obispo Council of Governments (SLOCOG) to develop the Central Coast Zero Electric Vehicle Strategy (CCZEVS). The CCZEVS will identify gaps and opportunities to implement ZEV infrastructure on the Central Coast, including on or near the State Highway System, major freight corridors, and transit hubs. This strategy is important as it will seek to accelerate large scale, affordable, and equitable ZEV development across all altitudes of the public sphere in the wake of Governor Newsom's EO N-79-20. This strategy will directly advance the goals outlined in the 2045 MTP/SCS as well as the goals of CalSTA's CAPTI.

3. **Complete Streets Planning & Design Guidelines.** Complete streets are streets for everyone that are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders. Complete streets are designed for all ages and abilities and are designed to take the focus away from automobiles. An existing transportation budget can incorporate complete streets projects with little to no additional funding, accomplished through reprioritizing projects and allocating funds to projects that improve overall mobility. Complete streets gain more productivity out of the existing roadway and public transportation system, which is vital to reducing congestion and at a low cost, can be fast to implement and have a high impact.
4. **Rideshare.** RTPAs provide Rideshare and Commute Alternatives, ~~Rideshare and Emergency Ride Home Programs, and coordinates developing Park & Ride Lots.~~ SCCRTC provides ridematching services, multi-modal trip planning, and traveler information via the Cruz511 and GO Santa Cruz County programs.

TAMC oversees the Go831 Program in Monterey County. The purpose of the Go831 Program is to reduce vehicle miles travelled, traffic and greenhouse gas emissions in Monterey County through the implementation of travel demand management (TDM) strategies. The Go831 Program works directly with major employers, schools and visitor-serving businesses to provide planning assistance, tools and support to these institutions so they can establish and manage their own "smart commute" programs. The core travel demand management strategies promoted through the Go831 Program are:

- Re-mode (try carpool, vanpool, transit, walking, bicycling or teleworking);
- Re-time (travel at a different time);
- Reduce (# of trips via telecommuting); and
- Re-route (choose alternative route) when possible.

Additional strategies include providing ongoing incentives, challenges, communications and social networking opportunities to create norms around smart commuting.

In 2010, AMBAG completed the AMBAG Vanpool Program Study funded by Caltrans grants, which identified the existence and extent of the unmet transportation needs

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among the agricultural worker population in the region. The study provided valuable information about the population and areas that needed the service. This program is operated by CalVans and AMBAG is a member agency.

5. **Bike to School Day and Bike to Work Day Program.** International Programs supported by AMBAG and RTPAs to promote students and residents to bicycle to school and work. More information can be found at: www.walkbiketoschool.org
6. **Safe Routes to School Program.** This program aims to improve the health of kids and the community by making walking and bicycling to and from school safer, easier, and more enjoyable.
 - TAMC's Safe Routes to Schools Program addresses both planning for safe routes, and educational programs on how to safely walk and bike to school formally classified under the names "Bike Smart", "Walk Smart" and "Evaluation." The Evaluation program includes the development of safe routes to school plans, data collection and reporting. TAMC recently completed development and adoption of the Safe Routes to School Plan for the cities of Seaside and Marina and is actively developing the Salinas Safe Routes to School Plan. TAMC submitted a grant application to develop a Salinas Valley Safe Routes to Schools Plan in 2021, which includes the cities of Gonzales, Greenfield, King City and Soledad. After plan adoption, TAMC works with the local jurisdiction and community members to pursue funding to implement the identified improvements.
7. **Regional Ecological Framework Project.** The Regional Ecological Framework Project is a project that produces a series of maps identifying sensitive resource areas near planned regional transportation projects in the Monterey Bay Area Region (AMBAG 2014). The maps allow transportation agencies in the region to identify sensitive resources and develop mitigation early in the project planning process.
8. **Zero Emission Electric Motorcycle Pilot Project.** To reduce air pollution while contributing to the safety of the community, providing electric motorcycles to regions' police departments is an important first step in demonstrating the effectiveness of electric vehicles.

~~8.9.~~ Freeway Service Patrol and Motorist Assistance Program. The Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local transportation agency. The FSP program is a free service of privately owned tow trucks that patrol designated routes on congested urban California freeways.

~~9.10.~~ Seniors & Accessible Transportation Services. Focused transportation services to meet the unique needs of seniors and other individuals with accessibility issues.

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3 Environmental Setting

This section provides a general overview of the environmental setting for the 2045 MTP/SCS and the county level RTPs, including a regional setting, sub-regional setting, and a description of the regional transportation system. This section also outlines the EIR baseline and approach to both direct and cumulative impact analyses. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The AMBAG region is comprised of Monterey, San Benito, and Santa Cruz counties. These counties are located along the Central Coast of California and generally surround Monterey Bay. Monterey Bay is located south of the San Francisco Bay area and north of San Luis Obispo County. San Mateo and Santa Clara counties are located to the north; Merced and Fresno counties are located to the east. Monterey County shares a short border segment with Kings County to the southeast. The combined area encompasses approximately 3.3 million acres, incorporating the Pajaro and Salinas River Valleys, adjacent coastal lowland, and surrounding mountains. Terrain within the region is varied. The Santa Cruz, Gabilan, and Santa Lucia mountain ranges and the Diablo range are located along the eastern border of the tri-county region. The highest elevation is the Junipero Serra Peak (5,685 feet above sea level), located in Monterey County. The Pajaro and Salinas Valleys contain some of the most productive agricultural soils in the United States of America.

3.2 Sub-Region Descriptions

Monterey County covers approximately 2.1 million acres with a population of approximately 441,143 people according to AMBAG's 2022 Regional Growth Forecast (AMBAG 2021). San Benito County covers approximately 890,000 acres with a population of approximately 62,353 people as of 2020. Santa Cruz County covers approximately 285,000 acres with a population of approximately 271,233 people as of 2020.

The total population within the AMBAG region is estimated at approximately 774,729 people as of 2020. Most of the population is concentrated within the coastal plain that extends from the Santa Cruz/Capitola area in the north and the Monterey Peninsula to the south. The largest city in Monterey County is Salinas, with an estimated population of 162,222 people or approximately 21 percent of the total population within the AMBAG region (AMBAG 2021). Other urban or centralized population centers include the cities of Monterey, Carmel-by-the-Sea, Pacific Grove, Marina, Sand City, Seaside and Del Rey Oaks. The cities of Gonzales, Soledad, Greenfield, and King City are in the Salinas River Valley southeast of Salinas. Monterey County contains several unincorporated communities, including Bradley, Carmel Valley, Del Monte Forest, Pine Canyon, Castroville, Elkhorn, Las Lomas, Pajaro, Prunedale and San Ardo. The cities of Hollister and San Juan Bautista are the only incorporated cities in San

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Benito County and are generally the only urbanized areas. Within Santa Cruz County, the population is concentrated in the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville. Unincorporated communities include Aptos, Freedom, Live Oak and Soquel.

The tri-county economy is primarily based on agriculture. Tourism also is important particularly in Santa Cruz and Monterey during summer months. Cities such as Santa Cruz, Scotts Valley, Hollister and unincorporated areas located in the northern portion of the region serve as bedroom communities for people working in Silicon Valley and Santa Clara County to the north.

3.3 Regional Transportation System

3.3.1 Monterey County

Monterey County owns and maintains approximately 1,240 miles of roads. In addition, there are 575 miles of private roads, two minor highways (25 and 146) and six highways that include Highways 1, 68, 101, 156, 183 and 218.

Within northern Monterey County, U.S. 101 is a rural four-lane highway with left-turn channelization at most intersections. In southern Monterey County, U.S. 101 is the primary north-south corridor through the Salinas Valley, between Salinas and the cities of Gonzales, Soledad, Greenfield, and King City. This four-lane freeway/expressway provides connections to Highways 198 and 146 in southern parts of the County. U.S. 101 is critical for interregional transportation needs, including goods movement and tourism.

State Route 68 is a designated scenic route that connects the world-renowned Monterey Peninsula to U.S. 101 and the Salinas Valley, spanning approximately 20 miles. State Route 218, locally known as Canyon Del Rey Boulevard, runs 2.85 miles from State Route 1 in the west to State Route 68 in the east, traversing the cities of Seaside and Del Rey Oaks and provides a major west-east route for the area.

State Route 1 in Monterey County traverses through the Coastal region of Big Sur and through the Monterey Peninsula, connecting at the south to San Luis Obispo County and north to Santa Cruz County.

Highway 183 is 10 miles in length, beginning at the junction of U.S. 101 in Salinas and continuing westerly to the junction of Highway 1 in Castroville. Highway 156 is a two-lane highway, serving as an east-west connector from U.S. 101 to Highway 1 and the Monterey Peninsula. Highway 146 is a two-lane highway beginning in Soledad and continuing to the junction of Highway 25 in San Benito County. This is a primary access route to the Pinnacles National Park.

Highway 198 is a 25.8-mile, two-lane conventional highway, beginning at U.S. 101 just west of San Lucas and continuing east to the Fresno County line. Highway 25 is a two-lane rural highway, beginning at the junction of Highway 198 and continuing north to the San Benito County line. It primarily serves inter-regional traffic between Monterey, San Benito, and Santa Clara counties.

Both passenger and freight rail service are available in Monterey County. Amtrak provides rail services twice daily via a station stop in Salinas. Four freight stations are located at Castroville, Gonzales, Salinas, and Watsonville Junction (Pajaro Community Area). Public transit services are provided by Monterey-Salinas Transit (MST). MST is a publicly owned and operated system providing service to the greater Monterey and Salinas areas with routes serving Carmel Valley and unincorporated areas in northern and southern Monterey County. Greyhound provides intercity passenger service between Monterey Peninsula cities, Salinas, and Salinas Valley cities, as well as destinations across California and nationally.

Monterey County has approximately 887 miles of bicycle and pedestrian routes. One of the major continuous bicycle paths in the county is the Monterey Bay Coastal Recreation Trail, which is approximately 29 miles long stretching from Castroville to the Monterey Peninsula and parts of Pebble Beach. The Monterey Bay Coastal Recreation Trail runs adjacent to the Fort Ord Dunes State Park located between the cities of Marina and Seaside. The state park also contains its own bike path that is accessible on both ends of the Fort Ord Dunes Park from the Monterey Coastal Recreation Path. Sections of the Monterey Bay Sanctuary Scenic Trail Network have been completed in Monterey County between Pacific Grove and Monterey, between Sand City and Seaside and between Marina and Castroville. Most of these sections are Class I bikeways, but short sections are Class II and Class III (TAMC 2008). The Monterey Bay Sanctuary Scenic Trail Network will connect to trail sections that have either been constructed or will be constructed in Santa Cruz County.

Monterey County is served by four airports: Monterey Regional Airport, Salinas Municipal Airport, Marina Municipal Airport and Mesa Del Rey Airport (King City). The Monterey Regional Airport is owned and operated by the Monterey Peninsula Airport District and is served by commercial air carriers (Monterey County 2007). Currently, flights from the Monterey Regional Airport connect to several major cities or destinations in the western United States, including Burbank, California; Dallas, Texas; Denver, Colorado; Las Vegas, Nevada; Los Angeles, California; Orange County, California; Phoenix, Arizona; Portland, Oregon; San Diego, California; San Francisco, California; and Seattle, Washington.

Agriculture is the largest land use in Monterey County and represents about 56 percent of the total land area in the county. The second largest land use, about 23.5 percent of the total land area, consists of public and quasi-public land uses such as parks, military facilities, recreational and community facilities. Approximately 4.8 percent of Monterey County (including the incorporated cities) is developed with residential, commercial, and industrial land uses. The remaining 16 percent is in resource conservation or other land uses. Most of the urban development is concentrated in the northern one-third of the county, near several incorporated cities including Salinas, Marina and Monterey. Likewise, most of the county's population is concentrated in the incorporated cities located in the northern one third of the county (Monterey County 2007).

3.3.2 San Benito County

San Benito County owns and maintains approximately 432 miles of roads with approximately 90 miles of state highways (Caltrans 2019). Within unincorporated San Benito County, there

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are approximately 540 miles of local County roadways. Caltrans maintains five state highways in San Benito County: Highway 25, 129, 146, 156, and U.S. 101.

Highway 25 traverses the entire length of San Benito County from the southern county boundary at the junction of Highway 198 near King City north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101.

Highway 129 extends from Santa Cruz County into the northwestern portion of San Benito County connecting to U.S. 101 approximately 2.6 miles from the Santa Cruz-San Benito County Line. Highway 129 is a two-lane rural road providing access to Santa Cruz and Monterey County Beaches.

~~Highway 146 in San Benito County is a two-lane minor arterial used primarily to provide access from Highway 25 to the Pinnacles National Park.~~

Highway 156 traverses northern San Benito County from U.S. 101 west of San Juan Bautista through San Juan Bautista and Hollister to the San Benito/Santa Clara County Line where it connects with Highway 152.

U.S. 101 passes through the northwestern portion of San Benito County for 7.4 miles and serves primarily inter-regional traffic.

San Benito County Express is the primary transit provider in the county with services in Hollister and countywide via intercounty connections. The County Express system currently provides an On Demand and Tripper services in the City of Hollister, complementary ADA paratransit service, and a public Dial-A-Ride program. There is currently no passenger rail service in San Benito County. The County Express provides a connection to commuter and regional rail service in Gilroy, in south Santa Clara County. Freight rail service to Hollister and northern San Benito County is provided by the Union Pacific Hollister Branch Line.

Bicycle facilities in the county are generally concentrated in and around Hollister. Within San Juan Bautista, a short section of San Juan Highway in the northern part of town has designated bike lanes. The Juan Bautista de Anza National Historic Trail traverses San Juan Bautista and the western part of the county. The cities of Hollister and San Juan Bautista generally have continuous sidewalks on most streets in their central and core areas and in newer neighborhoods. Pedestrian sidewalks in unincorporated areas of the county are generally provided in discontinuous segments or they are non-existent.

San Benito County has one public airport (Hollister Municipal Airport), one private airport (Frazier Lake Airpark), and several landing strips. Regional airport services are provided by San Jose International Airport and Monterey Peninsula Airport (San Benito County 2010).

San Benito County occupies over 890,000 acres or 1,391 square miles, of which approximately 882,675 acres or 99.5 percent is unincorporated (San Benito County 2015). Agriculture, which includes grazing, is the predominant use, totaling approximately 734,826 acres or 83.2 percent of the unincorporated County. The incorporated cities of Hollister and San Juan Bautista account for roughly 4,044 acres, or approximately 0.5 percent of the land within the County (San Benito County 2015). There are also several historic unincorporated

communities in the County, including Aromas, Paicines, Panoche, Ridgemark, Tres Pinos, and New Idria.

3.3.3 Santa Cruz County

There are six state highways in Santa Cruz County. Highway 1 runs north/south through the entire county. Highway 17 traverses the Santa Cruz Mountains connecting the county with the San Jose/San Francisco Bay Area. Highway 9 is a mountainous road connecting Santa Cruz to towns in the San Lorenzo Valley, as well as providing another route over the Santa Cruz Mountains to Los Gatos and Saratoga in Santa Clara County. Highway 236 connects Boulder Creek to Big Basin Redwoods State Park and Highway 152 and Highway 129 connect Watsonville in south Santa Cruz County. There are 1,137 total miles of roadway in the county. Arterial roads comprise approximately 15 percent of the roadway miles.

The Santa Cruz Metropolitan Transit District (or METRO) provides essential bus transit services for all residents, including students, Highway 17 commuters, and transit dependent and choice riders. The county's network of local and express bus routes includes transit centers in Felton, Scotts Valley, Santa Cruz, Capitola, and Watsonville. METRO buses serve 479 miles of road throughout the county and cover most arterial and collector routes. Transit to Monterey County is provided at the Watsonville Transit Center via connections with MST. Greyhound provides service from Santa Cruz to surrounding regions.

Freight rail service, once operated by Southern Pacific Railroad, then by Union Pacific and now by Saint Paul & Pacific Railroad (SPPR), has been a historically important form of transportation within Santa Cruz County. There are currently three rail lines in or adjacent to Santa Cruz County. The Santa Cruz Branch rail line extends from Watsonville Junction in Pajaro north to Davenport and passes through much of the county's urban area. The Felton Branch rail line is owned and operated by the private Santa Cruz Big Trees & Pacific Railway Company and primarily provides summertime and holiday excursions between Felton and the Beach Boardwalk in Santa Cruz. The line is also occasionally used for freight. The Coast Rail Route is the Union Pacific main coastal line extending from San Jose to San Diego. A stop for the proposed Amtrak Coast Daylight service is planned at the Pajaro Station located at the Watsonville Junction.

Santa Cruz County has at least 215 miles of bikeways, with approximately 190 of them (bi-directional) bike lanes and approximately 25 of those are separated paths. Sidewalks and pedestrian infrastructure are located throughout the urbanized areas of the county and considered in all new project designs.

The Watsonville Municipal Airport, developed in 1942, is the only public use airport in Santa Cruz County. There are also three private airstrips within the county, located in Bonny Doon, at the Monterey Bay Academy and Las Trancas/Big Creek. The closest scheduled air service is available at Monterey Airport and Norman Y. Mineta San Jose International Airport (Santa Cruz County 1994).

Santa Cruz County is 441 square miles in size and is comprised of four incorporated cities and several unincorporated towns. The largest is the City of Santa Cruz, with a population of

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59,946 people. The remaining three incorporated cities within the County are Watsonville which has a population of 51,199 people, Scotts Valley with a population of 11,580 people, and Capitola has a population of 9,918 people (Santa Cruz County 2021). Unincorporated areas include Aptos, Ben Lomond, Bonny Doon, Boulder Creek, Brookdale, Corralitos, Davenport, Felton, Freedom, La Selva Beach, Rio Del Mar, Soquel and Zayante. The State of California owns and maintains 42,334 acres of parks in the coastal and mountainous areas of the County. The County maintains an additional 1,593 acres of parks, not including the numerous parks also found within the cities (Santa Cruz County 2021).

3.4 Plan Consistency

State CEQA Guidelines Section 15125(d) requires an EIR to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. This analysis is presented in Section 5, *MTP Consistency with Other Plans Analysis*, as well as in several topical analyses in Section 4, in particular Section 4.11, *Land Use*. In addition, consistency of the proposed project with applicable regional plans prepared for specific resources is discussed in other Chapter 4 subsections, which analyze the impacts on specific resources.

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None.

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None.

4 Environmental Impact Analysis

This section discusses the possible environmental effects of the 2045 AMBAG MTP/SCS for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects. A “significant effect” as defined by the *State CEQA Guidelines* Section 15382:

means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with a discussion of the environmental and regulatory setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria identified by AMBAG, universally recognized, or developed specifically for this analysis to determine whether effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures.
- **Less than Significant with Mitigation Incorporated.** An impact that is significant, but can be reduced to below the threshold level given feasible mitigation measures.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other projects in the area listed in Section 3.0, *Environmental Setting*.

Mitigation Approach, EIR Baseline, Approach for Impact Analyses

Mitigation Approach

This EIR includes proposed mitigation measures to reduce impacts and identifies agencies for implementation of those mitigation measures. AMBAG, TAMC, SBtCOG, and SCCRTC have lead or responsible agency status; and therefore, authority to enforce mitigation measures for projects for which they have discretionary authority. However, AMBAG, TAMC, SBtCOG, and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies) that are responsible agencies for this EIR, but will be lead agencies for future transportation and land use development projects. It is the responsibility of the lead agency implementing specific 2045 MTP/SCS projects to conduct environmental review consistent with CEQA and where applicable, incorporate mitigation measures provided herein and developed specifically for the project. Project specific environmental documents may adjust the mitigation measures identified in this EIR as necessary to respond to site specific conditions.

EIR Baseline

Under CEQA, the impacts of a proposed project must be evaluated by comparing expected environmental conditions after project implementation to conditions at a point in time referred to as the baseline. *State CEQA Guidelines* Section 15125 states that an EIR should describe physical environmental conditions of the project as they exist at the time the Notice of Preparation (NOP) is published, or if no NOP is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

As the *State CEQA Guidelines* Section 15125 states, ordinarily the appropriate baseline will be the actual environmental conditions existing at the time of CEQA analysis, typically when NOP is published. However, the CEQA Guidelines also contemplate times when a deviation from the use of the NOP date to establish the baseline is appropriate to present an accurate description of the expected environmental impacts of a proposed project.

This EIR evaluates impacts against existing conditions which are generally conditions existing at the time of the release of the NOP in January 2020. It was determined that a comparison to current, existing baseline conditions would provide the most relevant information for the public, responsible agencies and AMBAG decisionmakers. However, the release date of the NOP in January 2020 was just at the beginning of an unplanned global pandemic caused by the COVID-19 coronavirus. Beginning in March 2020, the AMBAG region was in varying stages of compliance with shelter-in-place orders directed by various county health officers. These orders modified commercial and office business operations, employee commutes, and travel behavior, resulting in secondary effects related to vehicle miles traveled (VMT), air quality, and energy use.

Because the pandemic orders began in early March 2020, there is insufficient transportation data to accurately establish measured or observed conditions for VMT and other transportation metrics, such as transit use, for baseline year 2020. Also, most pandemic orders, including shelter in place orders, have been lifted. Therefore, AMBAG's Regional Transportation Demand Model (RTDM) was utilized to model 2020 baseline conditions for these transportation metrics, as the model reflects more typical transportation patterns in the AMBAG region that would otherwise exist had the pandemic never occurred. For physical conditions that were not as altered by the pandemic and shelter-in-place orders, such as aesthetics, biological resources, and hydrology and water quality, the conditions for the analysis are generally as they existed in January 2020 and do not require modeling.

For some issue areas, this EIR also includes consideration of project effects against a forecast no project condition in addition to the current, existing, or modeled 2020 baseline conditions, controlling for impacts caused by population growth and other factors that would occur whether or not the 2045 MTP/SCS or the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs are adopted. This no project analysis is provided for informational purposes only. However, all impact determinations are based on a comparison to 2020 baseline conditions. Whenever this EIR refers to the 2020 baseline year, it refers to the modeled 2020 conditions or the 2020 conditions that generally existed unaltered by the COVID-19 pandemic.

Interim Timeframes

2045 is the horizon year of the proposed 2045 MTP/SCS. While the 2045 MTP/SCS would be implemented gradually over the planning period, this EIR does not analyze interim time frames because the four-year update cycle of the MTP/SCS and the RTPs prepared by the Monterey, San Benito, and Santa Cruz RTPAs already requires short-term adjustments to the Plan. The one exception to this approach is in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, which examines impacts for 2020, 2030, and 2035, as well as a comparative baseline of both 1990 and 2005, to satisfy statutory requirements and address state targets related to GHG emissions.

Approach for Direct Impact Analysis

The programmatic nature of the 2045 MTP/SCS necessitates a general approach to the evaluation of existing conditions and impacts associated with the proposed project. As a programmatic document, this EIR presents a regionwide assessment of the impacts of the 2045 MTP/SCS. These impacts are examined for both transportation network improvements and the regional growth and land use changes forecasted. Because the EIR is a long-term document intended to guide actions over 25 years into the future, program-level and qualitative evaluation is involved. Regional quantitative analyses are provided where applicable with available information. During future stages in planning and implementation of specific elements of the 2045 MTP/SCS, including land development resulting from regional growth and transportation improvements identified in the 2045 MTP/SCS, project specific CEQA documents will be prepared by the appropriate project implementation agency.

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4.1 Aesthetics and Visual Resources

This section evaluates the aesthetics and visual resource impacts of the proposed 2045 MTP/SCS.

4.1.1 Setting

a. Visual Character of the Region

AMBAG's planning area is predominantly rural, with urban development clustered along the Monterey Bay coastline and in agricultural inland valleys. The specific visual characteristics of Monterey, San Benito and Santa Cruz counties are discussed below.

Monterey County

Monterey County is characterized by a scenic ocean coastline along its western and northern borders, with rugged coastal mountains inland along its eastern boundary. The most substantial visual resources are located along the County's approximately 100-mile-long coastline. Monterey County includes dramatic shoreline scenery along the Big Sur coast, which is bounded on the east by the ~~very~~-steep Santa Lucia Mountain range. Other scenic resources within Monterey County include the Fort Ord National Monument in western Monterey County and Pinnacles National Park located east of Soledad. Elevations in Monterey County range from sea level at the coastline to nearly 5,700 feet above sea level at Junipero Serra Peak.

The Conservation and Open Space Element of the Monterey County General Plan also identifies the Salinas and Carmel Valleys and Elkhorn Slough as prominent features (Monterey 2010). The 130-mile-long Salinas Valley stretches the length of the County and offers the greatest visual expanse within inland Monterey County which includes primarily agricultural areas. Development in the valleys originated with the agricultural industry and is located along major travel corridors such as U.S. 101. Cities and ~~towns-unincorporated communities~~ within the valleys include Castroville, Salinas (the largest city in the County), Gonzales, Soledad, Greenfield, King City and Carmel Valley. Foreground, middle ground and background views of agriculture fields/pastures and the surrounding ranges and hills comprise the viewshed. The majority of urban development is concentrated in northern Monterey County, in the lower Salinas Valley and around the Monterey Bay.

San Benito County

In contrast to the other two counties in the Monterey Bay region, San Benito County has no coastline. It is characterized by the Diablo and Gabilan Mountain Ranges and their associated inland agricultural valleys. Elevations range from 80 feet above sea level near Aromas in the northwest portion of the County to more than 5,200 feet above sea level at the peak of San Benito Mountain in the southeast. Prominent elements of San Benito County's scenic landscape include views of mountains, undeveloped rangelands, large agricultural fields and croplands, natural ridgelines along the Diablo and Gabilan Ranges and annual grasslands (San

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Benito 2015). Agricultural land and rangeland account for approximately 75 percent of all land in San Benito County and commonly form the foreground of scenic views. Urban development is concentrated in the City of Hollister, which is characterized by a commercial downtown with low density residential areas to the west, south and east and industrial areas to the north (San Benito 2015).

Santa Cruz County

Santa Cruz County is characterized by scenic ocean coastlines along its western and southern borders, with rugged coastal mountains inland along its northern and eastern boundary, with visual resources generally similar to those of Monterey County described above. One of the distinct visual features of Santa Cruz County is the extensive forest cover of the Santa Cruz Mountains in the north and northeast, including stands of coast redwoods. The Santa Cruz Mountains are the southern edge of this species' range in coastal California (Santa Cruz 1994). A large portion of the County's population is located in the mid-County coastal terraces, while the alluvial south County is mainly in agricultural use. The aesthetic character of urban areas in the coastal terraces between the Santa Cruz and Aptos is influenced by coastal vistas and stream valleys running southward from the Santa Cruz Mountains. Elevations in Santa Cruz County range from sea level to more than 3,200 feet above sea level at Mt. Bielawski, which is located near the Santa Cruz-Santa Clara County line.

b. Primary View Corridors

Monterey County

The following roadway segments within Monterey County have been officially designated as "State Scenic Highways" under the California Scenic Highway System (Caltrans 2019):

- State Route (SR) 1 from San Luis Obispo County to Highway 68
- Highway 25 from Highway 198 to the San Benito County line
- Highway 68 from Highway 1 in Monterey to the Salinas River
- Highway 156 from one mile east of Castroville to U.S. 101 near Prunedale

Portions of other highways traversing Monterey County are eligible for "Scenic Highway" designation (Caltrans 2019). The eligible highways are:

- Highway 1 from Highway 68 to the San Mateo County line
- Highway 68 from the Salinas River to U.S. 101 near Salinas
- U.S. 101 from Highway 156 northeasterly to the San Benito County line
- Highway 198 from U.S. 101 near San Lucas to the Fresno County line

In addition to the designated and eligible State Scenic Highways listed above, the Monterey County General Plan includes existing and proposed County Scenic Routes (Monterey County 2010). These roadways are shown in Figures 13 through 16 of the Monterey County General Plan. The following roadways are designated as County Scenic Routes:

- Old Stage Road
- San Benancio Road
- Corral de Tierra Road
- Laureles Grade Road
- Robinson Canyon Road

The following roadways in Monterey County are proposed for designation as County Scenic Routes:

- Carmel Valley Road
- Reservation Road
- River Road
- Corral de Cielo Road
- Underwood Road
- Crazy Horse Canyon Road
- San Juan Grade Road
- San Miguel Canyon Road

San Benito County

The following roadways in San Benito County have been identified as eligible for inclusion in the California Scenic Highway System (Caltrans 2019):

- Highway 25 from the Monterey County line to Highway 156
- Highway 156 from the Monterey County line to the Santa Clara County line
- Highway 198 from the Monterey County line to the Fresno County line
- ~~Highway 146 from Pinnacles National Monument to State Route 25~~
- U.S. 101 from the Monterey County line to Highway 156

The Natural and Cultural Resources Element of the San Benito County 2035 General Plan (San Benito 2015) also designates the following roadways as Scenic Highways and describes the widths of the associated Scenic Corridors:

- U.S. 101 (entire length within San Benito County - the Scenic Corridor width includes all land 400 feet on either side of the centerline of the road)
- Highway 129 from its intersection with U.S. 101 to the San Benito County boundary (the Scenic Corridor width includes all land within 340 feet on either side of the centerline of the road)
- Highway 146 between Highway 25 and the Monterey County line (the Scenic Corridor width includes all land 340 feet on either side of the centerline of the road). Caltrans has relinquished Highway 146 to the County of San Benito since the County's adopted its General Plan.

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Santa Cruz County

Although no State Scenic Highways have been designated in Santa Cruz County, the following roadways (Caltrans 2019) are eligible for designation as such:

- Highway 1 from the Monterey to San Mateo County line
- Highway 9 from Highway 1 near Santa Cruz to the Santa Clara County line
- Highway 17 from Highway 1 near Santa Cruz to the Santa Clara County line
- Highway 35 from Highway 17 to the Santa Clara County line
- Highway 152 from Highway 1 to the Santa Clara County line at Hecker Pass
- Highway 236 from Highway 9 near Boulder Creek to Highway 9 northeast of Big Basin Redwoods State Park

In addition to the above scenic routes eligible for State Scenic Highway designation, the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz 1994) identifies the following routes as “[valued] for their vistas”:

- Highway 1 from San Mateo to Monterey County lines
- Highway 9 from Highway 1 to Santa Clara County line
- Highway 17 from Highway 1 to Santa Clara County line
- Highway 35 from Highway 17 to San Mateo County line
- Highway 129 from Highway 1 to San Benito County line
- Highway 152 from Highway 1 to Santa Clara County line
- Highway 236 from Highway 9 in Boulder Creek to Highway 9 at Waterman Gap

4.1.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

National Scenic Byway Program

The National Scenic Byway Program was established to preserve and protect the nation’s scenic and less-traveled roads in an effort to promote tourism. For designation as a National Scenic Byway, a road must have one of the following six intrinsic qualities: scenic, natural, historic, cultural, archeological, or recreational. Within California, there are eight federally-designated byways (FHWA 2021).

U.S. Department of Transportation Act, Section 4(f)

Section 4(f) of the Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. § 303) was enacted to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges and historic sites. Section 4(f) requires a comprehensive evaluation of all environmental impacts resulting from federal-aid transportation projects administered by the Federal Highway Administration (FHWA), Federal Transit Administration

(FTA) and Federal Aviation Administration (FAA) that involve the use, or interference with use, of the following types of land:

- Public park lands;
- Recreation areas;
- Wildlife and waterfowl refuges; and
- Publicly- or privately-owned historic properties of federal, state, or local significance.

This evaluation, called the Section 4(f) statement, must be sufficiently detailed to permit the U.S. Secretary of Transportation to determine that:

- There is no feasible and prudent alternative to the use of such land;
- The program includes all possible planning to minimize harm to any park, recreation area, wildlife and waterfowl refuge, or historic site that would result from the use of such lands; or
- If there is a feasible and prudent alternative, a proposed project using Section 4(f) lands cannot be approved the by Secretary; or if there is no feasible and prudent alternative, the proposed project must include all possible planning to minimize harm to the affected lands.

Detailed inventories of the locations and likely impacts on resources that fall into the Section 4(f) category are required in project level environmental assessments.

In August 2005, Section 4(f) was amended to simplify the process for approval or projects that have only minimal impacts on lands affected by Section 4(f). Under the new provisions, the U.S. Secretary of Transportation may find such a minimal impact if consultation with the State Historic Preservation Officer (SHPO) results in a determination that a transportation project will have no adverse effect on the historic site or that there will be no historic properties affected by the proposed action. In this instance, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

b. State Laws, Regulations, and Policies

California Scenic Highway Program

Recognizing the value of scenic areas and view from roads in such areas, the State Legislature established the California Scenic Highway Program in 1963 (Streets and Highways Code Sections 260 et seq). This legislation preserves and protects scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The goal of the Scenic Highway Program is to preserve and enhance the natural beauty of California. Under this program, a number of State Routes have been designated as eligible for inclusion as scenic routes. Once the local jurisdiction through which the roadway passes have established a corridor protection program and the Departmental Transportation Advisory Committee recommends designation of the roadway, the State may officially designate roadways as scenic routes. Interstate highways, State Routes and county roads may be designated as scenic under the program. The Master Plan of State Highways Eligible for

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Official Scenic Highway Designation maps designated highway segments, as well as those that are eligible for designation. Changes to the map require an act of the State Legislature.

As noted, a corridor protection program must be adopted by the local governments with land use jurisdiction over the area through which the roadway passes as the first step in moving a road from “eligible” to “designated” status. Each designated corridor is monitored by the State and designation may be revoked if a local government fails to enforce the provisions of the corridor protection program. While there are no restrictions on scenic highway projects, local agencies and the California Department of Transportation (Caltrans) must together to coordinate transportation and development projects and ensure the protection of the corridor’s scenic value to the greatest extent possible, including undergrounding all visible electric distribution and communication utilities within 1,000 feet of a Scenic Highway. In some cases, local governments have their own land use and site planning regulations in place to protect scenic values along a designated corridor. At a minimum, each corridor protection program must include:

- Regulation of land use and density of development,
- Detailed land and site planning,
- Control of outdoor advertising devices,
- Control of earthmoving and landscaping and
- Regulation of the design and appearance of structures and equipment.

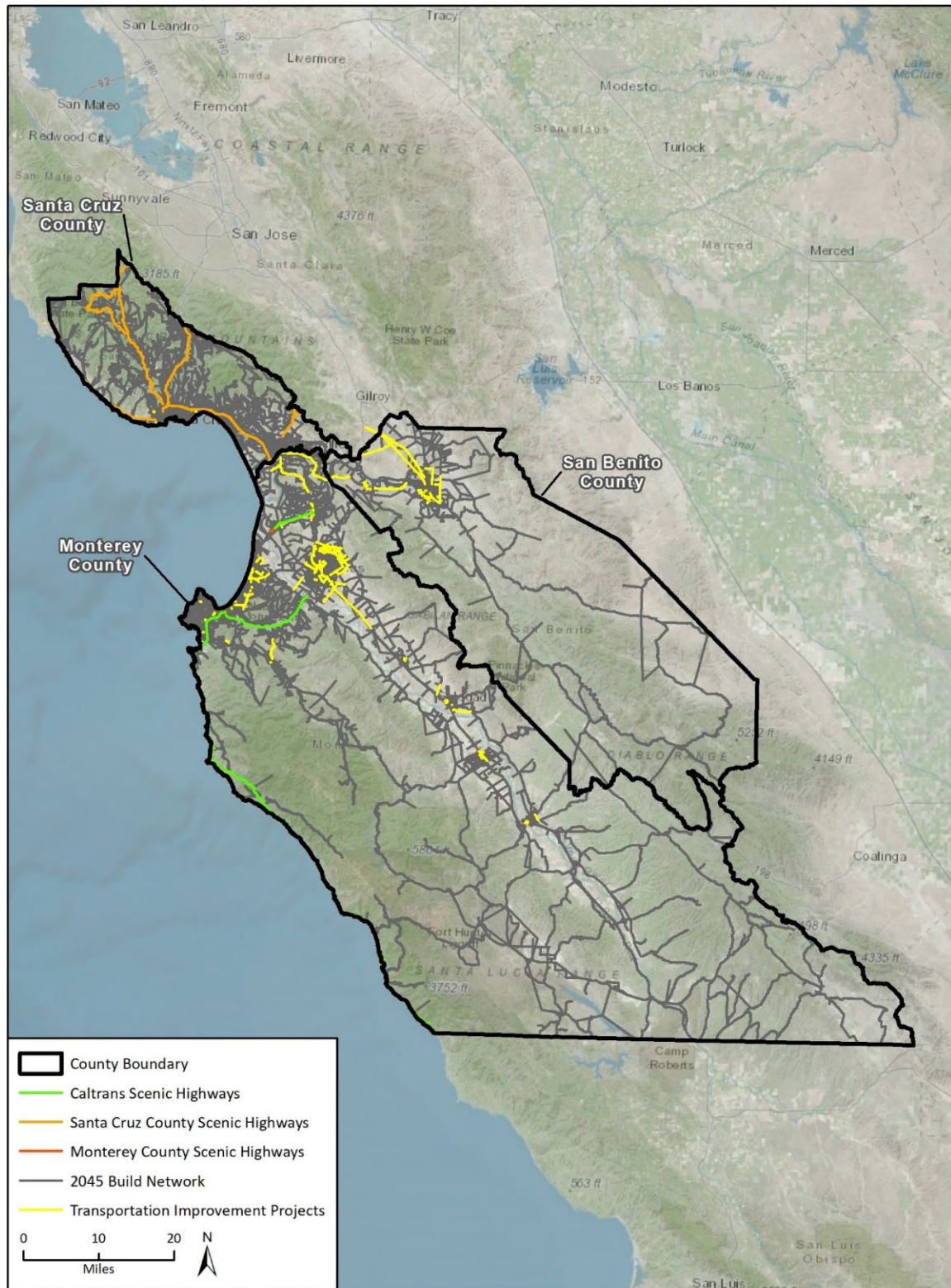
The Master Plan of State Highways Eligible for Official Scenic Highway Designation requires that proposed realignments and route improvements be evaluated for their impact on the scenic qualities of the corridor. The Plan Area includes numerous designated or eligible State Scenic Highways, which can be seen below in Figure 4.1-1.

California Coastal Act

The California Coastal Act of 1976 (Public Resources Code [PRC] § 30000 et seq.) establishes policies guiding development and conservation along the California coast. Section 30001 of the Coastal Act finds:

1. That the California coastal zone is a distinct and valuable natural resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem.
2. That the permanent protection of the state’s natural and scenic resources is a paramount concern to present and future residents of the state and nation.

Figure 4.1-1 AMBAG Plan Area Designated Scenic Routes¹



Imagery provided by Microsoft Bing and its licensors © 2021.
Additional data provided by AMBAG 2021, Caltrans 2014, Monterey County 2014, and Santa Cruz County 2021.

Fig 4.1-1 AMBAG Plan Area Designated Scenic Routes

¹ 2045 Build Network is the entire transportation network in 2045, including existing facilities; Transportation Improvement Projects are the 2045 MTP/SCS and County level RTP transportation projects.

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3. That to promote the public safety, health and welfare and to protect public and private property, wildlife, marine fisheries and other ocean resources and the natural environment, it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction.
4. That existing developed uses and future developments that are carefully planned and developed consistent with the policies of this division, are essential to the economic and social well-being of the people of this state and especially to working persons employed within the coastal zone.
5. According to the California Coastal Act Policy 30251, the scenic and visual qualities of coastal areas shall be considered and protected as resources of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas and, where feasible, to restore and enhance visual quality in development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

California Building Energy Efficiency Standards

California Code of Regulations Title 24, Part 6 contains California's Energy Efficiency Standards for Residential and Non-residential Buildings. California Building Energy Efficiency Standards were established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The 2019 Energy Code contains standards to reduce energy consumption for outdoor lighting application in residential and non-residential developments. Mandatory measures for outdoor lighting and glare are specified in §110.9, §130.0, and §130.2 of the 2019 Energy Code.

Caltrans Adopt-a-Highway Program

To improve and maintain the visual quality of California highways, Caltrans administers the Adopt-a-Highway program, which was established in 1989. The program provides an avenue for individuals, organizations, or businesses to help maintain sections of roadside within California's State Highway System. Groups have the option to participate as volunteers or to hire a maintenance service provider to perform the work on their behalf. Adoptions usually span a two-mile stretch of roadside, and permits are issued for five-year periods. Since 1989, more than 120,000 California residents have kept 15,000 shoulder miles of state roadways clean by engaging in litter removal, tree and flower planting, graffiti removal and vegetation removal.

c. Local Laws, Regulations, and Policies

City and County General Plans

The general plans and zoning ordinances of the cities within the Monterey Bay area regulate design and the built environment within those communities, while the general plans for each county perform the same function within unincorporated areas. In all cases, the general plans and zoning typically prescribe visual resource policies and, in some cases, require design review of projects. In general, little direction is provided regarding the design of roadways, which are typically subject to adopted Caltrans or local engineering standards related to safety and capacity, rather than aesthetics.

Local jurisdictions in the Monterey Bay area have policies for the protection of scenic corridors. In the Monterey County General Plan (Monterey 2010), Policy C-5.6 requires “special scenic treatment and design within the rights-of-way of officially designated State Scenic Highways and/or County Road.” The San Benito County 2035 General Plan (San Benito 2015) Policy NCR-8.1 in Natural and Cultural Resources Element states that “[t]he County shall endeavor to protect the visual characteristics of certain transportation corridors that are officially designated as having unique or outstanding scenic qualities” . Additionally, Policy 5.10.2 of the Conservation and Open Space Element in the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz 1994) states that the County shall “...[r]equire projects to be evaluated against the context of their unique environment and regulate structure height, setbacks and design to protect these resources consistent with the objectives and policies of [the General Plan].” Cities within the AMBAG region have similar policies pertaining to scenic corridors, visual character and lighting.

Furthermore, several local jurisdictions have “dark sky” ordinances or other exterior lighting standards intended to reduce light pollution and glare, and to protect the nighttime visual environment. For example, Monterey County has specific design guidelines for exterior lighting to require that exterior lighting be unobtrusive, reduce off-site glare and only light an intended area. The design guidelines establish criteria for the location and direction of fixtures, number of fixtures and design of fixtures (Monterey 2016). Chapter 19.31 of the San Benito County Code (Development Lighting) establishes three lighting zones, with Zone I imposing the strictest regulations and Zone III imposing the least restrictive, and outlines specific lighting restrictions within each zone (San Benito 2017). In Santa Cruz County, Section 13.10.363 of the County Code requires that all exterior lighting in the Public and Community Facilities District include cut-offs that prevent light from extending beyond the boundaries of the property, while Section 13.10.581 outlines restrictions for illuminated signs (Santa Cruz 2017). Many cities also have similar types of ordinances. For example, the City of Seaside’s Municipal Code contains Chapter 17.30.070, Outdoor Lighting, which limits the maximum height, energy efficiency, position and maximum illumination, among other parameters, to reduce lighting and glare impacts.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

Environmental assessment of a proposed project's impacts to the aesthetic and visual resources of a site begins with identification of the existing visual resources on and off that site, including the site's physical attributes, its relative visibility and its relative uniqueness. The assessment of aesthetic impacts involves a qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the change.

It is important to distinguish between public and private views. Private views are those views seen from privately-owned land, including views from private residences and are typically enjoyed by individuals. Public views are experienced by the collective public. These include views of significant landscape features such as the Monterey Bay, as seen from public viewing space, not privately-owned properties. California Environmental Quality Act (CEQA) (PRC §21000 et seq.) case law has established that only public views, not private views, need be analyzed under CEQA. See *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720 and *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal. App. 3d 188. Therefore, for this analysis, only public views will be considered when analyzing the visual impacts of implementing the 2045 MTP/SCS.

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact related to aesthetics/visual resources:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site or its surroundings; if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

b. Project Impacts and Mitigation Measures

The following section describes aesthetic and visual resource impacts associated with the transportation improvements and future land use scenario in the 2045 MTP/SCS. Table 4.1-1 summarizes the specific transportation projects that would result in aesthetics impacts. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements

and future projects under the land use scenario envisioned by the 2045 MTP/SCS would result in the impacts as described in the following section.

Threshold 1: Have a substantial adverse effect on a scenic vista

Threshold 2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway

Impact AES-1 PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON SCENIC VISTAS AND SUBSTANTIALLY DAMAGE SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAYS. THIS WOULD BE A SIGNIFICANT AND UNAVOIDABLE IMPACT.

As discussed previously, there are four officially designated state scenic highways and numerous County-designated scenic view corridors in the AMBAG region. Visual resource impacts from construction on or adjacent to these roadways would include: blockage of views by construction equipment and staging areas; disruption of views by temporary signage; and exposure of slopes and removal of vegetation. These effects would be temporary during the construction phase.

In the long-term, implementation of the 2045 MTP/SCS would generally result in modification of existing transportation facilities within existing highway, roadway, or railroad rights-of-way. Further, many of the proposed projects are at-grade with the surrounding environment. As such, most of the road and highway investments are not likely to result in massive obstructions or blockages of surrounding views nor modify or substantially alter existing scenic resources viewed from a scenic vista or state scenic highway.

Similarly, land use development envisioned by the 2045 MTP/SCS would be focused primarily in urban infill areas. Scenic vistas and designated scenic highways are generally located in undeveloped, rural areas, such that most future land use development envisioned in the 2045 MTP/SCS would be unlikely to block or substantially alter scenic vistas.

While most transportation and land use projects would not result in significant impacts to scenic vistas or scenic resources within a state scenic highway, some projects have the potential to result in substantial adverse effects. For example, widening projects would occur on Highway 25 (a designated scenic highway) between Sunset Drive and Fairview Road and on Highway 156 (an eligible scenic highway) at its intersection with U.S. 101. These projects would change existing visual conditions of the area within which they are proposed through modification or removal of existing vegetation or the introduction of structures that could block existing views from the roadway. Proposed overcrossings of Highway 1 in Santa Cruz County could also obstruct scenic views from this roadway. In addition, in some areas, higher density infill development would obstruct scenic views of mountains or the coastline from urban-area roadways.

Although some of the 2045 MTP/SCS projects would result in significant impacts to scenic vistas, it should be noted that the 2045 MTP/SCS includes several active transportation projects that would create new viewpoints from which the public would enjoy a scenic vista.

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Specifically, the Monterey Bay Sanctuary Scenic Trail Network in Santa Cruz and Monterey counties, the San Benito River Recreation Trail in San Benito County and the Fort Ord Regional Trail and Greenway (FORTAG) in Monterey County would all provide regional multi-use trails in rural and highly scenic areas, such as the Monterey Bay coastline, the rolling hills of the former Fort Ord and the San Benito River. These trails would introduce paving and some signage into scenic areas, but would not include structures or other features that would substantially detract from existing views. Rather, these trails would improve public access to scenic areas, thus creating new public viewpoints from which existing scenic vistas can be viewed.

Development near state-designated scenic highway corridors would be minimized to some extent through compliance with the Caltrans Corridor Protection Program, which requires that the local jurisdiction adopt ordinances, zoning and/or planning policies to preserve the scenic quality of the state-designated scenic highway corridor, or document such regulations that already exist in various portions of local codes. Many local jurisdictions also have their own general plan policies relating to the protection of scenic vistas. These policies would limit the amount or type of development in designated scenic corridors or require special design guidelines when developing in certain areas. However, because scenic vistas and scenic resources are protected unevenly among the various jurisdictions in the AMBAG region, the 2045 MTP/SCS would result in a substantial adverse effect on a scenic vista or substantially damage scenic resources within a state scenic highway.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that would degrade scenic vistas or scenic resources within a state scenic highway, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-1(a) Discouragement of Architectural Features that Block Scenic Views

Implementing agencies shall, or can and should, design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review.

AES-1(b) Tree Protection and Replacement

New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. The implementing agency of a particular 2045 MTP/SCS project shall, or can and should, replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Although identified mitigation would help reduce impacts related to state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2045 MTP/SCS would still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bays, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site or its surroundings; if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

Impact AES-2 PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD SUBSTANTIALLY DEGRADE EXISTING VISUAL CHARACTER IN THE AMBAG REGION. THIS WOULD BE A SIGNIFICANT AND UNAVOIDABLE IMPACT.

The proposed MTP/SCS includes improvements to existing facilities such as road widenings, intersection or interchange improvements, auxiliary and transition lanes, highway

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maintenance and other improvements. The 2045 MTP/SCS would include some new road and highway facilities such as new interchanges, new roadways and overcrossings and road extensions. Most road and highway projects would occur in areas where transportation infrastructure is already a dominant feature of the landscape. Such transportation projects would not likely degrade the existing visual character of the region because transportation infrastructure is already a dominant feature of the landscape in those areas. In less developed areas of the region, adding new transportation infrastructure would add an element of urban character to previously undeveloped lands. New and extended roadways would alter the character of agricultural areas near the cities of Salinas and Soledad, in particular, by converting farmland and introducing paved surfaces. Ancillary facilities constructed along new or existing roads (such as lighting, bus shelters and signs) would further contribute to the trend toward a more suburban visual character. Depending on the design and siting of transportation projects, this would be considered a degradation of the visual character or quality of an area. A complete listing of transportation projects with potential to alter the rural character of the AMBAG region is included Table 4.1-1.

The 2045 MTP/SCS emphasizes infill development and development near existing transportation corridors, which are generally located in urbanized areas of cities and unincorporated communities. Infill development can be favorable in terms of visual character, as it occurs in areas already designated for and receiving growth and precludes growth in undeveloped and/or agricultural and rural areas. However, when compared to existing conditions, the 2045 MTP/SCS land use scenario would intensify the built environment within existing urban areas through the implementation of infill and transit oriented development (TOD) projects, thereby resulting in an overall change in the character of existing urbanized areas to a denser development pattern. In addition, land use projects that do occur in rural or agricultural areas would introduce urban development to areas that were previously undeveloped. Depending on the design and siting of these projects, the resulting change would degrade the visual character or quality of their surroundings.

Some of the proposed transportation improvements would introduce visual features that would alter the existing rural or semi-rural character of the area in which they are proposed. Ancillary facilities constructed along new or existing roads (such as lighting, bus shelters, and signs) would further contribute to the trend toward a more suburban visual character. It should be noted that the majority of the projects included in 2045 MTP/SCS would occur in developed areas or adjacent to urban environments. In addition, the land use scenario envisioned by the 2045 MTP/SCS is intended to encourage infill development and development near existing transportation corridors. This type of development would help to avoid impacts to the region's rural and agricultural character by concentrating development within existing urbanized areas when compared to a future scenario without 2045 MTP/SCS. However, not all projects and development included in 2045 MTP/SCS would be infill projects in urbanized areas, and some projects would inevitably be located in rural and other areas in Monterey, San Benito, and Santa Cruz counties. However, development facilitated under the 2045 MTP/SCS would be required to comply with applicable zoning standards or acquire an

approved zoning amendment, both of which would be subject to separate environmental review.

Projects implemented under the 2045 MTP/SCS would be subject to existing regulations that would help to minimize impacts to visual character. For example, in visually sensitive areas, local land use agencies would apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping and site grading. Nevertheless, even with compliance with these standards, the overall visual effect of planned roadway projects and envisioned land use projects would contribute to an incremental, but irreversible transformation in visual character from rural or semi-rural to more urban or suburban throughout the AMBAG region. Therefore, the impact on visual character resulting from implementation of the 2045 MTP/SCS would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2045 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-2 Design Measures for Visual Compatibility

The implementing agency shall, or can and should, require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include:

- Siting or designing projects to minimize their intrusion into important viewsheds;
- Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;
- Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;
- Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);
- Protecting or replacing trees in the project area;
- Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and

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- Designing new structures to be compatible in scale, mass, character and architecture with existing structures.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Implementation of the above mitigation measure would reduce project -specific impacts to the extent feasible. Nevertheless, the incremental alteration of current rural or semi-rural character to a more suburban environment is considered a significant and unavoidable impact because mitigation measures may not be feasible for all projects. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

Impact AES-3 PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD CREATE NEW SOURCES OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA. THIS WOULD BE A SIGNIFICANT AND UNAVOIDABLE IMPACT.

New or intensified lighting from land use development envisioned in the 2045 MTP/SCS, which is focused on infill and TOD development, would be concentrated in areas with existing sources of light and glare. In these infill areas, such increases may not adversely affect nighttime views because existing sources of light, glare and shadow are already a dominant feature of the urban landscape. However, the intensity of light and glare in these urban areas would increase as a result of infill and TOD projects under the 2045 MTP/SCS, depending on site specific conditions and lighting design associated with new structures. Exterior lighting in some areas would be limited by compliance with existing lighting regulations, as discussed in the Regulatory Setting. For example, Chapter 19.31 of the San Benito County Code (Development Lighting) (San Benito County, 2017), Section 13.10.363 of the Santa Cruz County Code (Santa Cruz County, 2017) and Chapter 17.30.070 of the City of Seaside's Municipal Code (City of Seaside 2017) contain limitations to the maximum height, energy efficiency, position and maximum illumination of new lighting fixtures, among other parameters, to reduce lighting and glare impacts. However, not all jurisdictions have adopted dark sky ordinances or similar restrictions, and because the restrictiveness of these regulations varies throughout the region, impacts from land use development on the potential for increased lighting affecting nighttime views would be significant.

Improvements to existing roadways and highways would not significantly increase the amount of light and glare in an area, as these improvements would take place on existing facilities that have existing sources of light and glare. Increases in light and glare from new reflective signage, streetlights, intersection control devices and other improvements would be relatively minor compared to existing conditions. However, the expansion of existing roadways or construction of new roadways would allow a greater volume of vehicles to travel through a given segment of roadway or highway throughout the day, or introduce vehicles into a new area, which would have the potential to introduce new or additional vehicle headlights as new light sources. In addition, some of the new transportation facilities included in the 2045 MTP/SCS would directly introduce light, including: the replacement of existing lighting at the Monterey Municipal Airport, construction of pedestrian lighting along various City streets and installation of lighting along bike paths in Monterey County. The introduction of light and glare would adversely affect day or nighttime views.

Overall, light and glare impacts from transportation improvements and infill and TOD development envisioned under the 2045 MTP/SCS would be significant because there would be new sources of substantial light or glare.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AES-3(a) Roadway Lighting

Roadway lighting shall be minimized to the extent possible, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

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AES-3(b) Lighting Design Measures

As part of planning, design and engineering for projects, implementing agencies shall, or can and should, ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following:

- Lighting shall consist of cutoff-type fixtures that cast low angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.
- Lighting shall be directed away from habitat and open space areas adjacent to the project site.
- Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.
- Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

AES-3(c) Glare Reduction Measures

Implementing agencies shall, or can and should, minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:

- Planting trees along transportation corridors to reduce glare from the sun;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles;
- Adding trees to public parks and greenways;
- Landscaping off-street parking areas, loading areas and service areas;
- Limiting the use of reflective materials, such as metal;
- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low reflective glass where feasible; and
- Complying with applicable general plan policies or local controls related to glare

- Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

Significance After Mitigation

In the absence of regulations specifically addressing light and glare impacts, the aforementioned mitigation measures would limit the use of reflective building materials and the potential spillage of light both upward and onto adjacent properties from exterior lighting fixtures. However, mitigation measures may not be feasible for all projects. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

c. Specific MTP/SCS Projects That May Result in Impacts

Table 4.1-1 identifies examples of transportation projects with the potential to cause or contribute to direct or indirect impacts to aesthetics and visual resources such as those discussed above. These projects are representative and were selected based on their potential scope and likelihood to result in the impacts identified above. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects.

Table 4.1-1 2045 MTP/SCS Projects That May Result in Aesthetic/Visual Resource Impacts

AMBAG Project No.	Project	Location	Potential Impact
MON-GRN001-GR	Apple Avenue Bridge over U.S. 101	Monterey County	AES-1
MON-GRN005-GR	Thorne Road Bridge over U.S. 101	Monterey County	AES-1
MON-MAR157-MA	Reservation Road/Beach Road Improvements	Monterey County	AES-1
MON-MRY002-MY	Del Monte – Washington Improvements	Monterey County	AES-1
MON-MYC075-UM	River Road Operational Improvements	Monterey County	AES-1
MON-SCY009-SA	Bike Path Lighting	Monterey County	AES-2
MON-SNS078-SL	Natividad Creek Bike Path	Monterey County	AES-1
MON-SNS141-SL	East Laurel Drive Sidewalks	Monterey County	AES-2
MON-SOL043-SO	Pedestrian Lighting	Monterey County	AES-2
MON-CT011-CT	SR 68 – Commuter Improvements	Monterey County	AES-1

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AMBAG Project No.	Project	Location	Potential Impact
MON-CT022-CT	SR 156 – Corridor Widening Project	Monterey County	AES-1
MON-CT023-CT	State Route 156 and US 101 Interchange	Monterey County	AES-1
MON-CT030-SL	U.S. 101 – Salinas Corridor	Monterey County	AES-1
MON-CT031-CT	U.S. 101 – South County Frontage Roads	Monterey County	AES-1
MON-GRN008-GR	U.S. 101 – Walnut Avenue Interchange	Monterey County	AES-1
MON-MAR136-MA	SR 1 & Imjin Bridge	Monterey County	AES-1
MON-MAR137-MA	SR 1 & Imjin Bridge	Monterey County	AES-1
MON-SOL002-SO	U.S. 101 – North Interchange	Monterey County	AES-1
MON-SOL003-SO	U.S. 101 – South Interchange	Monterey County	AES-1
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Monterey County	AES-2
MON-SNS012-SL	Boronda Road Widening	Monterey County	AES-1
MON-SNS044-SL	Natividad Road Widening	Monterey County	AES-1
MON-SNS050-SL	Russell Road Widening	Monterey County	AES-1
MON-SNS059-SL	Williams Road Widening	Monterey County	AES-1
MON-SNS090-SL	Russell Road Extension	Monterey County	AES-1
MON-SNS092-SL	San Juan Natividad Collector	Monterey County	AES-1
MON-SNS093-SL	Independence Boulevard Extension	Monterey County	AES-1
MON-SNS094-SL	Hemingway Drive Extension	Monterey County	AES-1
MON-SNS095-SL	Constitution Boulevard Extension	Monterey County	AES-1
MON-SNS096-SL	Sanborn Road Extension	Monterey County	AES-1
MON-SNS097-SL	Williams Russel Collector	Monterey County	AES-1
MON-SNS-098-SL	Alisal Street Extension	Monterey County	AES-1
MON-SNS099-SL	Moffett Street Extension	Monterey County	AES-1
MON-SNS100-SL	Rossi Street Widening	Monterey County	AES-1
MON-SNS101-SL	Bernal Drive Extension	Monterey County	AES-1
MON-SNS102-SL	Constitution Boulevard Extension	Monterey County	AES-1
MON-SNS103-SL	Williams Road Widening	Monterey County	AES-1
MON-SNS104-SL	Alisal Street Widening	Monterey County	AES-1
MON-SNS108-SL	Laurel Drive Widening	Monterey County	AES-1
MON-SNS121-SL	McKinnon Street Extension	Monterey County	AES-1
MON-SNS282-SL	Abbott Street Widening	Monterey County	AES-1
SB-CT-A01	SR 156 Widening – San Juan Bautista to Union Road	San Benito County	AES-1
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	San Benito County	AES-1
SB-CT-A44	Highway 25 Widening, Phase 1	San Benito County	AES-1

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AMBAG Project No.	Project	Location	Potential Impact
SB-CT-A45	Highway 25 Widening, Phase 2	San Benito County	AES-1
SB-CT-A02	Highway 156/Fairview Road Intersection Improvements	San Benito County	AES-1
SB-COH-A16	Memorial Drive Extension: Meridian Street to Santa Ana Road	San Benito County	AES-1
SB-COH-A18	Westside Boulevard Extension	San Benito County	AES-1
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	San Benito County	AES-1
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	San Benito County	AES-1
SB-SBC-A05	Union Road Widening (West): San Benito Street to Highway 156	San Benito County	AES-1
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	San Benito County	AES-1
SB-SBC-A14	San Benito Regional Park Access Road	San Benito County	AES-1
SB-SBC-A50	Hospital Road Bridge	San Benito County	AES-1
SB-SBC-A67	Shore Road Extension	San Benito County	AES-1
SB-SBC-A79	Enterprise Road Extension	San Benito County	AES-1
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	San Benito County	AES-1
SB-SBC-A82	Flynn Road Extension	San Benito County	AES-1
SB-SJB-A07	Third Street Extension	San Benito County	AES-1
SB-SJB-A09	Lang Street	San Benito County	AES-1
SB-LTA-A53	Commuter Rail to Santa Clara County	San Benito County	AES-1
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Santa Cruz County	AES-1
SC-WAT-P65-WAT	Upper Struve Slough Trail	Santa Cruz County	AES-1
SC-RTC-24e-RTC	3 - Hwy 1: Auxiliary Lanes from State Park Drive to Park Avenue and from Park Avenue to Bay Avenue/Porter Street	Santa Cruz County	AES-1
SC-RTC-24f-RTC	2 – Hwy 1: Auxiliary Lanes from 41st Avenue to Soquel Avenue and Chanticleer Bike/Ped Bridge	Santa Cruz County	AES-1
SC-RTC 24r-RTC	94 – Hwy 1: Northbound Auxiliary Lane from San Andreas Road/Larkin Valley Road to Freedom Boulevard	Santa Cruz County	AES-1
SC-SC-38-SCR	Hwy 1/San Lorenzo Bridge Replacement	Santa Cruz County	AES-1
SC-CO-P88-USC	Either Way Lane Bridge Replacement Project	Santa Cruz County	AES-1
SC-CO-P91-USC	Larkspur Bridge at San Lorenzo River	Santa Cruz County	AES-1
SC-CT-P48-CT	Hwy 17 Wildlife Habitat Connectivity	Santa Cruz County	AES-1

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4.2 Agriculture and Forestry Resources

This section evaluates the agriculture and forestry resource impacts of the proposed 2045 MTP/SCS.

4.2.1 Setting

AMBAG's planning area includes expansive agricultural lands as well as forestry resources. The specific agricultural and forestry resources of Monterey, San Benito, and Santa Cruz counties are discussed below.

a. Definitions

Important Farmland

To characterize the environmental baseline for agricultural resources, Important Farmland Maps produced by the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) were reviewed. Unless otherwise expressed, the future use of "Important Farmland" specifically includes the following definitions provided by the DOC (DOC 2019):

Prime Farmland

Land which has the best combination of physical and chemical characteristics for producing crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming standards.

Unique Farmland

Land of lesser quality soils used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. It is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Examples of crops include oranges, olives, avocados, rice, grapes and cut flowers.

Farmland of Local Importance

Land of importance to the local agricultural economy as determined by each county's board of supervisors following recommendations by a local advisory committee.

As noted in Chapter 4 of the 2045 MTP/SCS, within the AMBAG region, the Farmland Mapping and Monitoring Program has identified 313,188 acres of land as "Important Agricultural Lands" combined with Williamson Act Lands. The AMBAG region has a total of 1,668,261

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acres of preserved agricultural land which represents 51 percent of the region's total land area.

Forestry Resources

The AMBAG region has forestry resources, primarily within northern Santa Cruz County and parts of Monterey and San Benito counties. Forestry resources include forestland, timberland, and timberland production zones. Definitions used for forest land and timberland are those found in the California Public Resources Code (PRC) Sections 12220(g) and 4789.2(g) and California Government Code (CGC) Section 51104(g). These codes define forestland, timberland, and timberland production zones as follows:

Forest Land

Forest land is land that can support, under natural conditions, 10 percent native tree cover of any species, including hardwoods, and that allows for the preservation or management of forest-related resources such as timber, aesthetic value, fish and wildlife, biodiversity, water quality, recreational facilities, and other public benefits (PRC Section 12220(g)).

Timberland

Timberland means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the board on a district basis (PRC Section 4526(g)).

Timberland Production Zones

Timberland production zones or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h) (CGC Section 51104).

b. Existing Conditions

Farmland Trends

According to the DOC, irrigated farmland in California decreased by 11,165 net acres between 2014 and 2016. The highest quality farmland, known as Prime Farmland, decreased by 18,312 net acres, coupled with a Farmland of Statewide Importance decrease of 26,557 net acres. Partially offsetting these losses was the addition of 33,704 net acres of irrigated crops on lesser quality soils, mapped as Unique Farmland (DOC 2017). Although this farmland conversion was partially caused by urbanization, long-term land idling was the largest factor contributing to irrigated land decreases over this time period. Land idling, where irrigated land was converted to non-irrigated land due to a lack of irrigation over time or conversion

to dry farming, was responsible for 85 percent of this type of conversion. Irrigated land conversions due to idling are often associated with water resource limitations, market conditions, and salinity-related land idling. Land was removed from irrigated categories at a rate 17 percent lower than compared with the prior update (153,766 acres in 2014 and 128,105 acres in 2016) (DOC 2017).

As shown in Table 4.2-1, between 2014 and 2016, total Farmland in the counties of Monterey, Santa Cruz and San Benito saw a net decrease of 59 acres. Santa Cruz County experienced a decrease of 355 acres, while Monterey County and San Benito County experienced an increase of 98 and 198 acres, respectively (DOC 2019).

Table 4.2-1 Farmland Conversion by County 2014-2016

Land Use Category	Total Acreage Inventoried 2014	Total Acreage Inventoried 2016	Total Acreage Inventoried Acres Lost (-)	Total Acreage Inventoried Acres Gained (+)	Total Acreage Inventoried Total Acreage Changed	Total Acreage Inventoried Net Acreage Changed
Monterey County						
Farmland ¹	236,282	236,380	3,085	3,183	6,268	+98
San Benito County						
Farmland ¹	36,154	36,352	855	1,053	1,908	+198
Santa Cruz County						
Farmland ¹	19,647	19,292	582	227	809	-355
Total	292,083	282,024	4,522	4,463	8,985	-59

¹ Farmland represents all Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the given County.

Source: California Department of Conservation (DOC). 2019.

Agricultural Productivity

Monterey County

Agriculture consisting of crop farming and livestock grazing is the largest industry in Monterey County and contributes a substantial amount of money to Monterey County's economy. The County's gross agricultural production in 2019 totaled approximately \$4.4 billion, representing a 3.6 percent increase in value over the previous year (Monterey County 2020). The most productive and lucrative farmlands in the County are located in the North County, Greater Salinas and Central Salinas Valley Planning Areas (Monterey County 2010b). The main type of crop production in the County consists of cool season vegetables, strawberries, wine grapes and nursery crops.

As noted previously, 236,380 acres in Monterey County are designated under the FMMP as containing Important Farmlands. According to the FMMP, between the years 2014 and 2016, approximately 2,319 acres of Important Farmland were converted to Grazing Land, four acres were converted to Urban and Built-Up Land and 493 acres were converted to Other Land in

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the county (DOC 2019). Figure 4.2-1 compares the locations of Farmland to the locations of transportation projects included in the 2045 MTP/SCS in Monterey County.

San Benito County

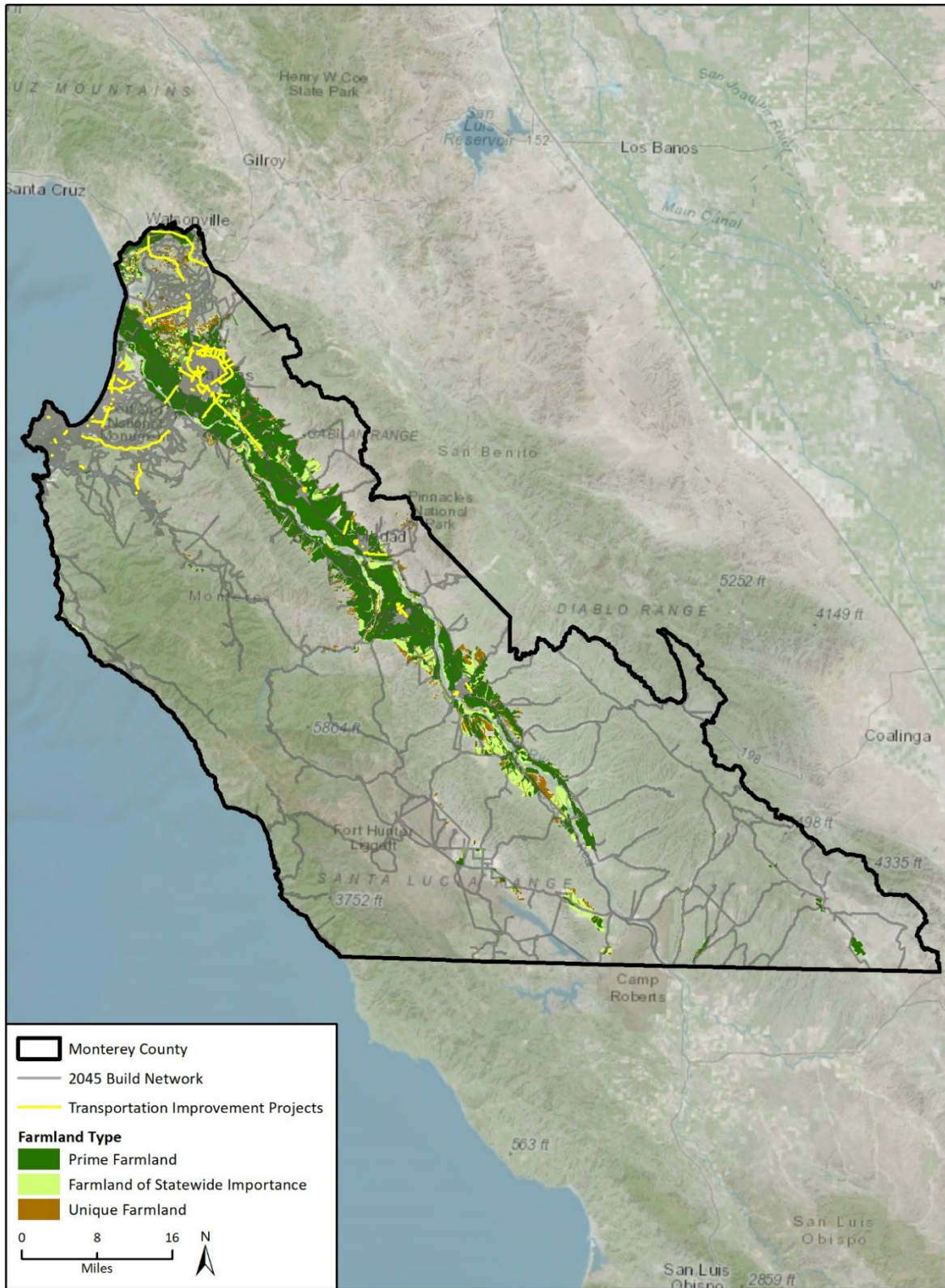
The San Benito River Valley supports some of the most productive farmland in the State. Agriculture makes a substantial contribution to the County economy and accounts for an overwhelming amount of the privately-owned land in the County. The primary crops are fruits and nuts, vegetables and other row crops and small grains, and County lands also support the livestock industry, namely beef cattle and sheep (San Benito 2019).

The County's gross agricultural production in 2019 totaled approximately \$396 million, representing a nearly 13 percent increase in value over the previous year (San Benito County 2019). According to the 2019 Crop Report, the highest grossing agricultural commodity was vegetable and row crops, representing approximately 65 percent of total agricultural sales, followed by field crops at 15 percent, fruit and nut crops at 14 percent, cattle at 6 percent and miscellaneous livestock and poultry at one percent. As noted previously in Table 4.2-1, 36,352 acres in San Benito County designated under the FMMP as containing Important Farmlands. According to the FMMP, between the years 2014 and 2016, nearly 1,271 acres of Important Farmland were converted to Grazing Land, two acres were converted to Urban and Built-Up Land and 42 acres were converted to Other Land in the county (DOC 2019). Figure 4.2-2 compares the locations of Farmland to the locations of transportation projects included in the 2045 MTP/SCS in San Benito County.

Santa Cruz County

The top ten revenue crops that were produced in Santa Cruz County in 2015 included strawberries, raspberries, nursery stock, indoor cut and field grown flowers, blackberries, miscellaneous vegetables, lettuce, brussels sprouts, livestock and animal products and apples (Santa Cruz County 2019). The most common crop types (by acreage) in Santa Cruz County include strawberries, raspberries, apples, lettuce, brussels sprouts and miscellaneous vegetables. As noted previously in Table 4.2-1, 19,292 acres in Santa Cruz County are designated under the FMMP as containing Important Farmlands. According to the FMMP, between the years 2014 and 2016, approximately 31 acres of Important Farmland were converted to Grazing Land, one acre was converted to Urban and Built-Up Land and 56 acres were converted to Other Land in the county (DOC 2019). Figure 4.2-3 compares the locations of Farmland to the transportation projects included in the 2045 MTP/SCS in Santa Cruz County.

Figure 4.2-1 Farmland in Monterey County

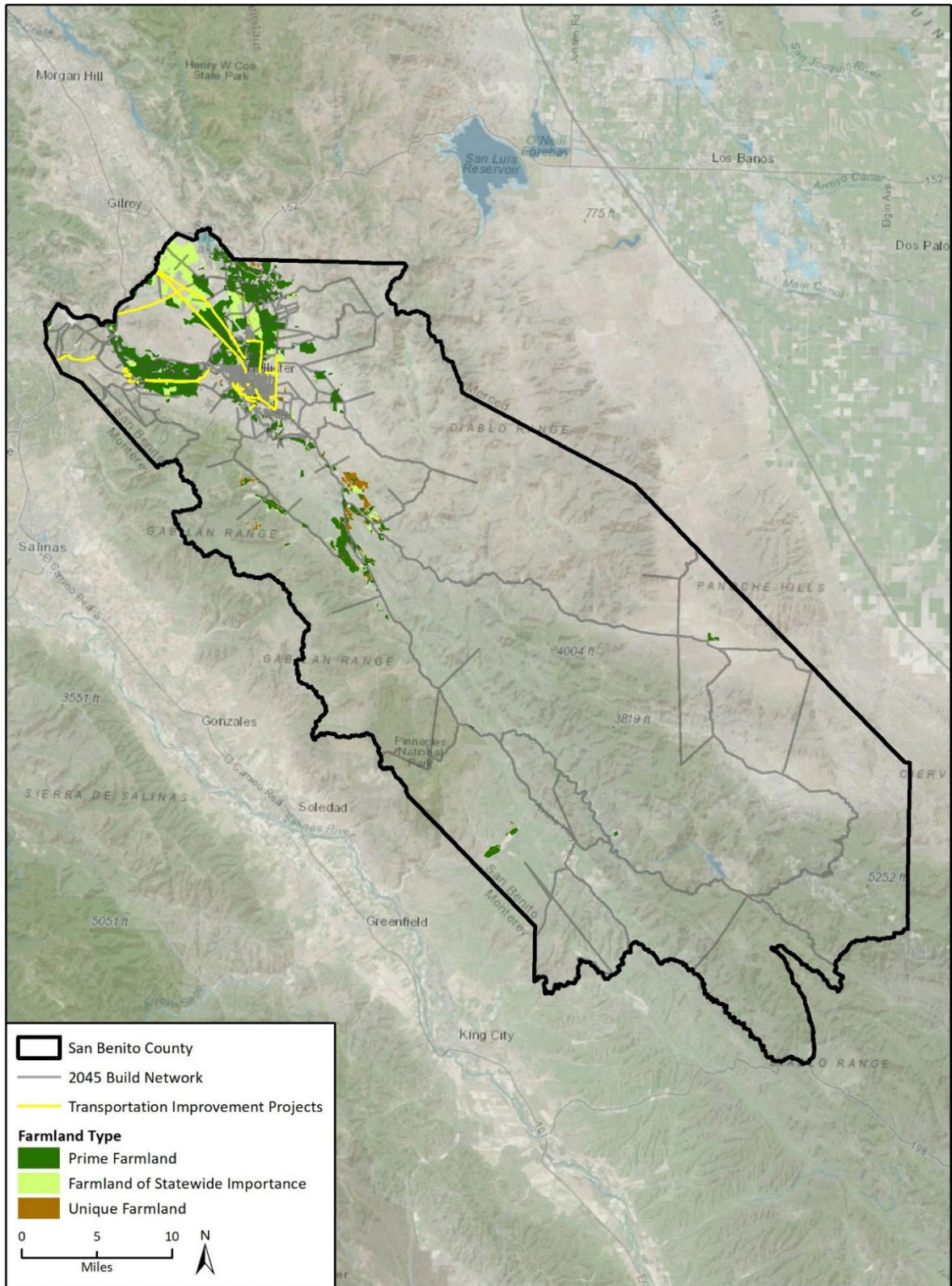


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Additional data provided by AMBAG, 2021 and FMMP, 2016.

Fig 4.2-1, Important Farmland in Monterey County

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Figure 4.2-2 Farmland in San Benito County



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 Additional data provided by AMBAG, 2021 and FMMP, 2016.

Fig 4.2-2 Important Farmland in San Benito County

Figure 4.2-3 Farmland in Santa Cruz County

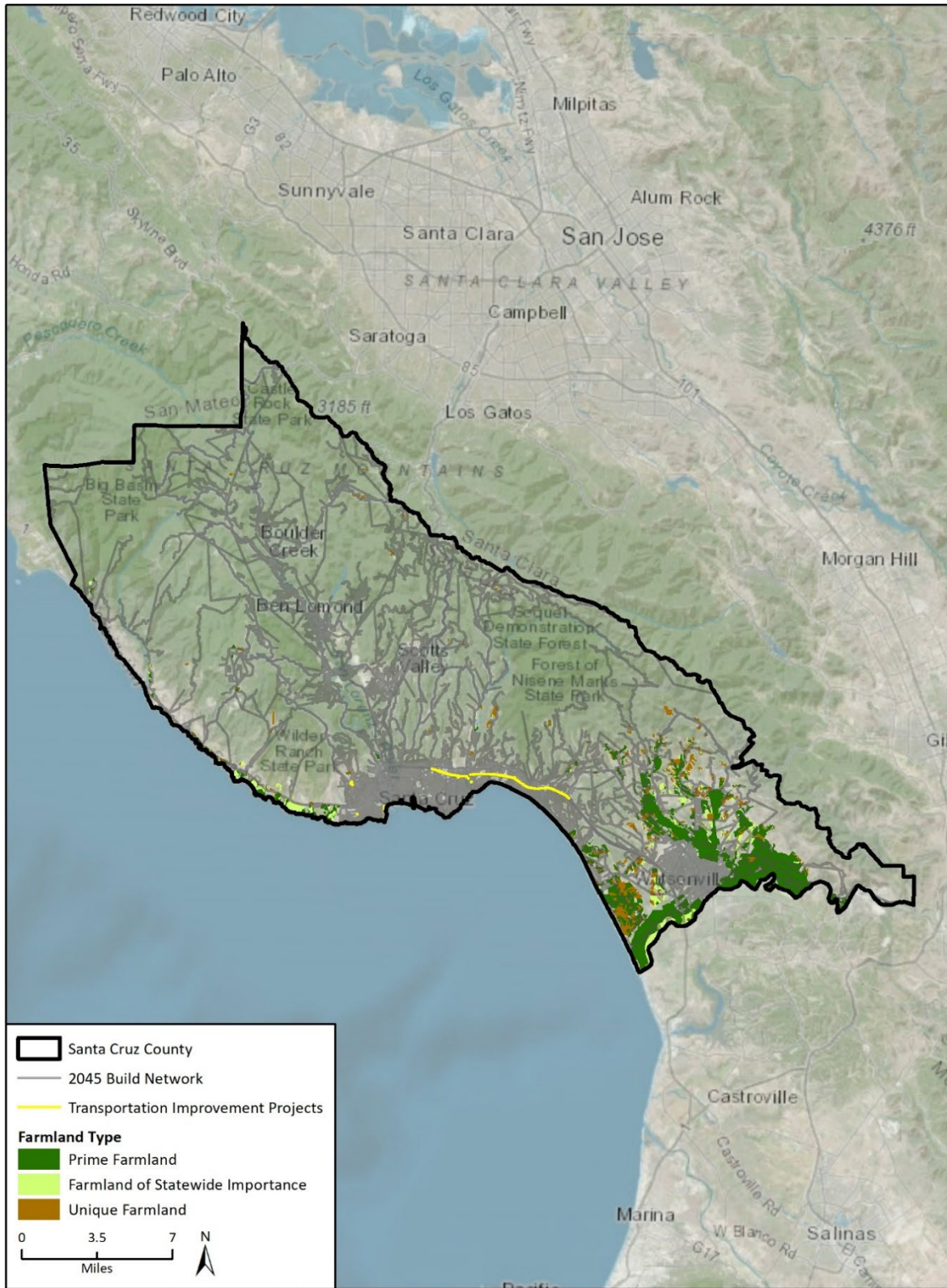


Fig 4.2-3. Important Farmland in Santa Cruz County

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Santa Cruz County has a large concentration of organic farms. There are approximately 145 organic growers in Santa Cruz County with over 8,000 acres in organic crops and pasture. These crops have an estimated value of over \$147 million and represent approximately 23 percent of the total gross production value of Santa Cruz County agricultural commodities (Santa Cruz County 2019).

Forestry Resources

Monterey County

Monterey County contains expansive forest land areas, particularly along the coast in the southern portion of the County, in the Big Sur region and Los Padres National Forest. Major protected areas in the County with forestry resources include Los Padres National Forest, Fort Ord National Monument, Pinnacles National Park, and Palo Corona Regional Park. Monterey County historically had timber production; however, there are currently no parcels zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 [Chapter 6.7 (commencing with Government Code Section 51100) of Part 1 of Division 1 of Title 5] within the County (Monterey County 2010).

San Benito County

Forest land, as defined by Public Resources Code Section 12220(g) and timberland, as defined by Public Resources Code Section 4526, and timberland production areas, as defined by Government Code Section 51104(g), do not exist within San Benito County. There are no large, forested areas in the County, no commercial forestry production, and no known timber resources. While the southern, far northwestern, far western, and eastern portions of the County within the Gabilan and Diablo mountain ranges include oak woodland habitat and some very small and scattered forested areas, these areas are not classified as timber lands according to the existing San Benito County zoning designations as well as the governing statutes and regulations. Instead, according to the Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) land use cover maps, the majority of these areas are classified as a combination of woodland and shrub habitat (San Benito County 2015a).

Santa Cruz County

Santa Cruz County supports extensive areas of productive timber and protected forest land. The Santa Cruz Mountains and inter-mountain valleys support extensive forests with active timber production operations, particularly in the North Coast and Mountain regions. Forested lands and timberland occupy a substantial portion of the County with large areas of timber production in the Santa Cruz Mountains (Santa Cruz County 2017). Timber Resources within the County are areas as defined by the General Plan, if they are on lands zoned CA or M3 – Mineral Extraction. On these lands, timber may be grown and harvested if there are sufficient timber resources to meet minimum stocking standards. Timberlands may occur within all zoning districts of the County and primarily located within Timber Production areas.

In its General Plan, Santa Cruz County designates Timber Production Zones (TPZ), defined as timberlands devoted to and used for growing and harvesting timber and capable of producing an average annual volume of wood fiber of at least 15 cubic feet per acre (Santa Cruz County 1994). As shown in Figure 4.2-4, most TPZs are located along the Santa Cruz-San Mateo and Santa Cruz-Santa Clara county lines, as well as in the northwestern portion of the county, near the unincorporated communities of Swanton and Davenport (Land Trust of Santa Cruz County 2011). In 2020, 27,130 acres of TPZ in Santa Cruz County were affected by the CZU Lighting Complex Fires. TPZs within fire boundary were affected to varying degrees and a significant amount of underwent salvage logging (RCDSC 2021). The County also has Timber Harvesting Plans (THP), as approved by the CAL FIRE. Most of the THPs in the county are located along the Santa Cruz-San Mateo and Santa Cruz-Santa Clara county lines, becoming smaller and sparser close to the cities of Santa Cruz and Watsonville.

4.2.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Farmland Protection Policy Act (FPPA)

The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local units of government and private programs and policies to protect farmland. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a Federal agency or with assistance from a Federal agency.

Federal Forest Legacy Program

The Federal Forest Legacy Program was a part of the 1990 Farm Bill. Its purpose is to identify and protect environmentally important forestlands that are threatened by present or future conversion to non-forest uses. The program provides conservation easements and gives priority to lands that can be effectively protected and managed, as well as lands that have significant scenic, recreational, timber, riparian, fish and wildlife, threatened and endangered species, and other cultural or environmental values. Properties that are “working forests,” whereby the forestland is managed for the production of forest products, are also eligible under this program. Involvement in this program by private landowners is voluntary.

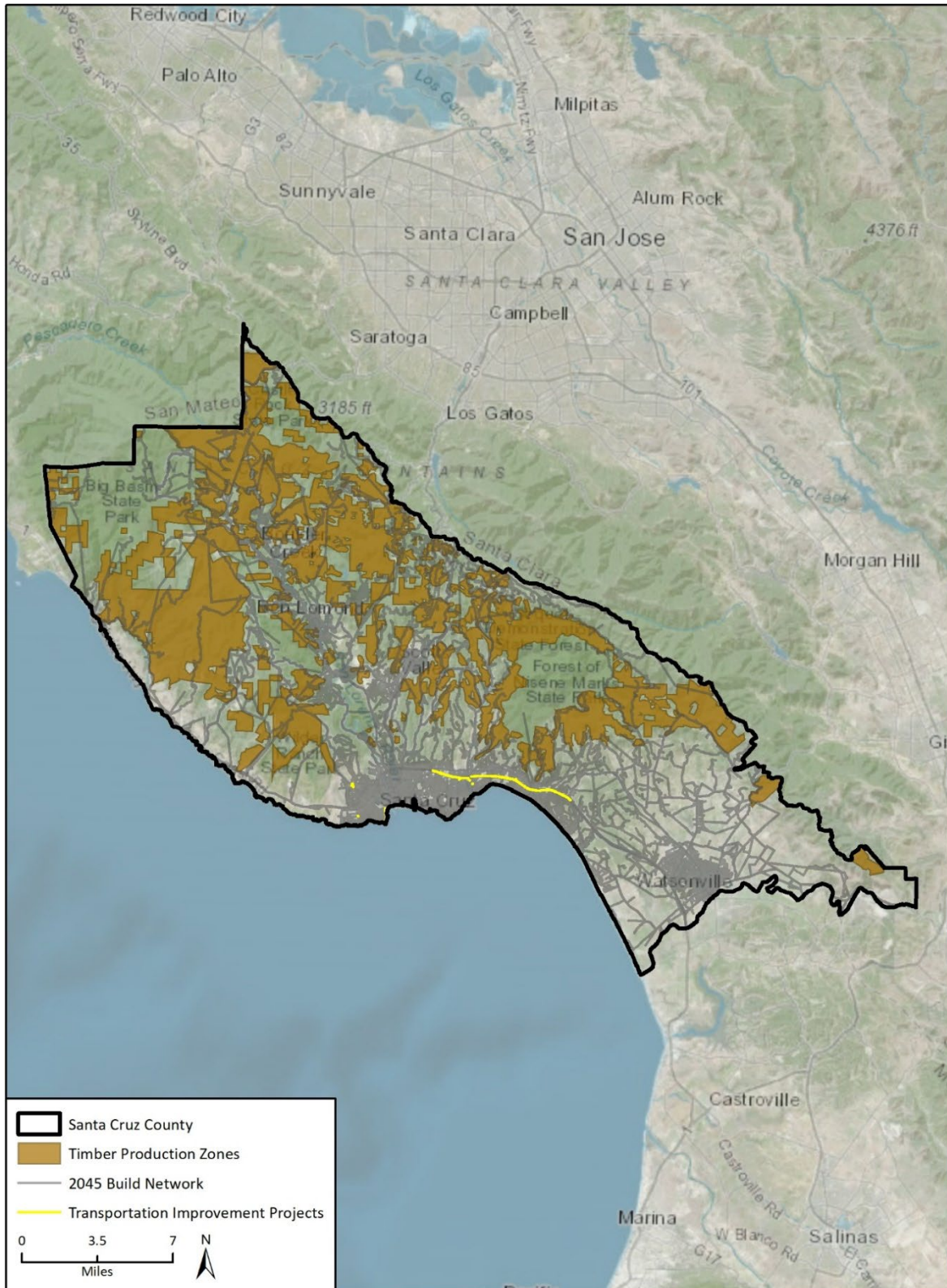
b. State Laws, Regulations, and Policies

Farmland Mapping and Monitoring Program (FMMP)

The DOC, under the Division of Land Resource Protection, developed the FMMP to monitor the conversion of the state’s farmland to and from agricultural use. Data is collected at the

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Figure 4.2-4 Timber Production Zones in Santa Cruz County



county level to produce a series of maps identifying eight land use classifications using a minimum mapping unit of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of state agricultural land and updates the “Important Farmland Series Maps” every two years (DOC 2016).

Right to Farm Act 1981

The Right to Farm Act (Civil Code Section 3482.5) is designed to protect commercial agricultural operations from nuisance complaints that may arise when an agricultural operation is conducting business in a “manner consistent with proper and accepted customs.” The code specifies that established operations that have been in business for 3 or more years that were not nuisances at the time they began shall not be considered a nuisance as a result of new land use.

Williamson Act

The California Land Conservation Act of 1965, Sections 51200 et seq. of the California Government Code, commonly referred to as the “Williamson Act”, enables local governments to restrict the use of specific parcels of land to agricultural or related open space use. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space use for a minimum of ten years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market (speculative) value.

Coastal Zone Management Act

The Coastal Zone Management Act requires the protection of agricultural lands within the coastal zone. It does so by directly mandating that the maximum amount of prime agricultural land be maintained in production and by supporting various techniques to limit threats to agricultural productivity. These include establishing stable urban-rural boundaries, agricultural buffers, development priority on lands not suitable for agriculture, subdivision restrictions and public service expansion controls (Public Resource Code Section 30241).

The Cortese-Knox-Hertzberg Local Government Reorganization Act

The Cortese-Knox-Hertzberg Local Government Reorganization Act (Government Code Sections 56000 et seq.) establishes procedures for local government changes of organization, including city incorporations, annexations to a city or special district and city and special district consolidations. This act requires that development or use of land for other than open space will be guided away from existing prime agricultural lands in open space use toward areas containing nonprime agricultural lands, unless that action would not promote that planned, orderly, efficient development of an area.

Forest Practice Act of 1973

CAL FIRE enforces the laws that regulate logging on privately owned lands in California under the Forest Practice Act. Under the Forest Practice Act, timber operations may only be conducted pursuant to an approved THP, an environmental review document prepared by a Registered Professional Forester and submitted by landowners to CAL FIRE. The THP outlines the timber they want to harvest, how it will be harvested, and the steps that will be taken to prevent damage to the environment. Because a THP is the functional equivalent to an EIR for tree removal activities, the approval of a THP could depend on the inclusion of required mitigation.

A landowner that proposes to carry out a project that will result in timberland being converted to a non-timber growing use must apply for either a TCP or a notice of exemption. Grounds for exemption include conversions of less than three acres, conversions to construct or maintain a right-of-way by a public agency or a public or private utility, and development of subdivisions on forest land where approved by local government. When a TCP is issued, restocking of the timber resources is not required, as the land is converted to a non-timber growing use.

c. Local Laws, Regulations, and Policies

Each of the three counties' General Plans highlights the importance of protecting agricultural land. The Monterey County General Plan (Monterey County, 2010a) contains goals to promote the long-term protection, conservation and enhancement of productive and potentially productive agricultural land and ensure that the County's land use policies are consistent with ongoing agricultural activities. The Santa Cruz County's General Plan (Santa Cruz County, 1994) pays particular attention to the County's timber resources and provides policies that limit and regulate development in TPZ. The San Benito County 2035 General Plan (San Benito County, 2015a) also contains goals and policies to protect agricultural lands, but also contains the concept "right to farm and ranch." Specifically, San Benito County aims to protect the rights of operators of productive agricultural properties and ranching properties to continue their practices even though established urban uses in the general area may foster complaints against those agricultural and ranching practices.

Several cities within the AMBAG region have adopted policies in their General Plans aimed at preserving agricultural land. Representative policies for cities within each of the three counties are discussed below.

Cities in Monterey County

The City of Greenfield's Conservation, Recreation and Open Space Element of its General Plan (Greenfield, 2005) contains several policies which aim to allow agriculture to continue as a viable use of land that reflects the community's origin while minimizing conflicts between agricultural and urban uses. For example, Policy 7.1.2 expresses the intent to minimize conflicts and negative impacts resulting from development that occurs in close proximity to

agricultural uses. Moreover, Policy 7.1.3 encourages the promotion and marketing of locally grown agricultural products.

The Conservation and Open Space Element of the City of Soledad's General Plan (Soledad, 2005) also contains policies aimed at preserving existing agricultural uses. Policy C/OS-1 states that "[t]he City shall discourage 'leapfrog' development and development in peninsulas extending into agricultural lands to avoid adverse effects on agricultural operations." Furthermore, Policy C/OS-3 aims to reduce urban encroachment upon agricultural lands by ensuring that new development and public infrastructure projects do not encourage expansion of urban uses outside the General Plan area into area designated as Agriculture by the Monterey County General Plan. Lastly, Policy C/OS-5 requires a right-to-farm condition to all future subdivision maps adjacent to farmlands.

The Conservation and Open Space Element of the City of Gonzales' General Plan (Gonzales, 2010) contains goals, policies and implementing actions that focus on minimizing development on the agricultural edge. For example, Goal COS-4 states that the City aims for "[m]inimal disruption of agricultural operations and the loss of prime farmland and agricultural open space outside the Gonzales 2010 General Plan growth area. Furthermore, Policy COS-4.1 aims to maintain agricultural as the core of the local economy by conserving and protecting agricultural lands and operations within the Planning Area and where agricultural land is planned for eventual urbanization, work to keep such land in production up until the time when the land is converted to urban use. The Land Use Element of the City of Salinas' General Plan (Salinas, 2002) contains several goals and policies aimed specifically at preserving existing agriculture land uses. For example, Goal LU-2 states that the City aims to "[m]anage future growth to minimize impacts to the existing community and surrounding agricultural lands." This is executed by the City of Salinas by maintaining a compact city form and directing urban expansion to the North and East, away from the most productive agricultural land. Moreover, the City's Conservation and Open Space Element also provides goals and policies aimed at protecting important agricultural land. Goal COS-3 in the Conservation and Open Space Element aims to "[i]dentify, preserve and protect the significant agricultural resources within and surrounding Salinas, while minimizing conflicts between agricultural and urban uses."

Cities in San Benito County

The Open Space and Agriculture Element of the City of Hollister's General Plan (Hollister, 2005) contains policies specifically aimed at preserving important and prime farmland. Policy OS2.1, *Premature Conversion of Prime Farmland*, aims to minimize the premature conversion of prime farmland to non-agricultural uses by directing urban growth toward portions of the Hollister Planning Area which have not been identified as prime farmland. Likewise, Policy OS2.2, *Coordination with San Benito County to Preserve Prime Farmlands*, encourages the County of San Benito to maintain existing County land use policies that discourage urban development in rural areas within the County as a way to ensure continuing agricultural operations within portions of the Hollister Planning Area. This policy also encourages the City to coordinate with the County of San Benito in efforts to maintain prime farmlands in active agricultural use whenever possible and in all efforts to maintain the continued economic

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viability of agricultural within the Hollister Planning Area. Finally, Policy OS2.3, *Williamson Act Contracts*, encourages the sponsors of subdivisions on agriculturally viable land to enter and maintain prime soils of the proposed subdivision in Williamson Act contracts as a means of off-setting the loss of agricultural land.

The Conservation Element of the City of San Juan Bautista 2035 General Plan (San Juan Bautista, 2015) outlines several policies which aim to preserve important environmental resources. For example, Policy CO 1.1.1 discourages the conversion of prime agricultural land into non-agricultural uses.

Cities in Santa Cruz County

The City of Santa Cruz 2030 General Plan (City of Santa Cruz, 2012b) includes Policy LU1.2 in its Land Use and Natural Resources and Conservation Elements, which ensures that growth and development do not lead to the loss of prime agricultural land. In addition, Policy NRC3.4 aims to conserve agricultural resources in the Planning Area.

The City of Watsonville's 2005 General Plan (City of Watsonville, 1994) Growth and Conservation Element contains Goal 3.3, *Agricultural Land Use*, which encourages the continuation of agriculture in the Pajaro Valley, and Implementation Measure 3.A.1, *Government Cooperation*, which expresses the City's intent to cooperate with Santa Cruz and Monterey counties to establish mutually reinforcing goals of city-centered development to prevent the intrusion of rural residential uses and urban development into agricultural lands.

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact on agricultural resources:

1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use;
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract;
3. Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timber Production;
4. Result in the loss of forest land or conversion of forest land to non-forest use; and/or
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

b. Project Impacts and Mitigation Measures

The following section describes agricultural resources impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Table 4.2-2 summarizes the specific transportation projects that could result in agriculture

and forestry resource impacts. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use

Threshold 2: Conflict with existing zoning for agricultural use, or a Williamson Act contract

Threshold 5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use

Impact AG-1 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD RESULT IN THE CONVERSION OF PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE TO NONAGRICULTURAL USE, OR CONFLICT WITH EXISTING ZONING FOR AGRICULTURE OR A WILLIAMSON ACT CONTRACT. THIS WOULD BE A SIGNIFICANT AND UNAVOIDABLE IMPACT.

As noted in Table 4.2-1, there were 282,024 acres of Farmland (consisting of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, as defined by the DOC) in the AMBAG region in 2016 (DOC 2019). The AMBAG region has a total of 1,668,261 acres of preserved agricultural land, which represents 51 percent of the region's total land area.

The 2045 MTP/SCS emphasizes infill development and development near existing transportation corridors, which are generally located in urbanized areas of cities and unincorporated communities. Such land use development within urbanized areas would limit agricultural resource impacts since development would be located within existing urban areas. However, some development would still occur in agricultural areas, resulting in the conversion of approximately 2,635 acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural use by 2045 (refer to Chapter 5 and Appendix G of the 2045 MTP/SCS). This represents 0.9 percent of the total Farmland in the region in 2016 (refer to Table 4.2-1). All of the Farmland being consumed in the 2045 MTP/SCS is within existing spheres of influence or is within Community Plan Areas as designated by the General Plans in the region.

Transportation improvement projects under the 2045 MTP/SCS adjacent to agricultural areas, particularly those requiring new rights-of-way, could also convert Important Farmland to non-agricultural use, or conflict with agricultural zoning and/or Williamson Act contracts. Although incorporated cities in Monterey, San Benito, and Santa Cruz County are fairly urbanized, many cities border agriculture, including FMMP-designated Important Farmland. These include the City of Watsonville in Santa Cruz County; the cities of Salinas, Soledad, Gonzales, Greenfield and King City in Monterey County; and the cities of San Juan Bautista and Hollister in San Benito County. Transportation improvement projects that involve roadway widening have the potential to affect narrow segments of agricultural land located

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immediately along the existing right-of-way of proposed improvements. For example, the widening of Boronda Road in Salinas would have the potential to impact agricultural fields immediately adjacent to its western edge, and the widening planned for Highway 25 between Felipe Road and Hudner Lane in Gilroy would have the potential to impact adjacent agricultural land on either side of the roadway. In addition, improving, expanding and extending existing roadways, along with the installation of new roadways, could remove some barriers to development taking place on the urban edge as the region's connectivity and access improves from these projects. Additionally, construction of projects adjacent to agricultural fields could result in introduction of invasive species or weeds, which could out compete agricultural crops. It is important to note that for federally funded projects, implementing and local agencies are required to follow the rules and regulations of the Farmland Protection Policy Act (FPPA) including determining the impact by completing the Farmland Conversion Impact Rating form (AD-1006). The FPPA assures that to the extent possible, federal programs are administered to be compatible with state and local programs and policies to protect farmland.

A determination of the impacts to Farmland, agricultural zoning and conflicts with Williamson Act contracts would be made on a case-by-case basis as individual projects are implemented. Many individual projects would likely not create significant impacts, particularly those that involve only minor widening along existing rights-of-way or would be located in urbanized areas zoned for development. Nevertheless, because implementation of the 2045 MTP/SCS would directly result in conversion of Important Farmland and conflict with agricultural zoning and Williamson Act contracts, this would be a significant impact.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AG-1 Agricultural Land Impact Avoidance and Minimization

Implementing agencies shall implement measures, where feasible based on project and site specific considerations, that include, but are not limited to those identified below.

- Require project relocation or corridor realignment, where feasible, to avoid Important Farmland, agriculturally zoned land and/or land under Williamson Act contract;
- Manage project construction to minimize the introduction of invasive species or weeds that may affect agricultural production on agricultural land adjacent to project sites. Managing project construction may include washing construction equipment before

bringing equipment on-site, using certified weed-free straw bales for construction Best Management Practices (BMPs), and other similar measures.

- Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, and to reduce conflict with farming that could result from implementation of transportation improvements and/or development included as a part of the MTP/SCS;
- Achieve compensatory mitigation in advance of impacts through purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning, as deemed appropriate by permitting agencies; and/or
- Require acquisition of conservation easements on land in the same jurisdiction, if feasible, and at least equal in quality and size to converted Important Farmland, to offset the loss of Important Farmland.
- Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Implementation of Mitigation Measure AG-1 would require avoidance or compensation for Important Farmland impacts by specific projects included in the 2045 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use and conflicts with agricultural zoning and Williamson Act contracts. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid conversion of Farmland, lands zoned for agriculture, and lands under Williamson Act contract to a less than significant level. As a result, the aforementioned mitigation would reduce impacts, but impacts would remain significant and unavoidable.

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Threshold 3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))

Threshold 4: Result in the loss of forest land or conversion of forest land to non-forest use

Impact AG-2 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD NOT CONFLICT WITH EXISTING ZONING FOR FOREST LAND, TIMBERLAND, OR TIMBERLAND PRODUCTION, NOR RESULT IN THE LOSS OF FOREST LAND OR CONVERT FOREST LAND TO NON-FOREST USES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Most timber resources in the AMBAG region are in Santa Cruz County. All but one Timber Harvest Plan (in southern Monterey County) are in the mountains of Santa Cruz County (CAL FIRE 2021). Additionally, according to the CAL FIRE FRAP 2010 Assessment, Santa Cruz County is the only county in the AMBAG region that contains land zoned with a Timber Production Zone designation (FRAP 2019; refer to Figure 4.2-4).

The land use development pattern in Santa Cruz County, as shown in Section 2, *Project Description*, would concentrate development within existing urbanized areas. Some development could occur within and around Scotts Valley and along Highway 9. Limited development could overlap with existing Timber Harvest Plans. However, these areas of overlap are primarily Town/Rural Residential and would not result in the loss of forest land or land zoned for forest land, timberland, or timberland production. In addition, the SCS land use pattern would not result in rezoning of any existing land, including within the Santa Cruz Mountains.

There are several local street improvement projects that occur near densely forested areas within the Santa Cruz Mountains, such as the San Lorenzo Valley Bridge Replacement Project and Empire Grade Improvements Project. These projects, as well as other future development in areas zoned as forest land would be required to comply with existing development standards and zoning regulations, and thus would by design comply with then-existing zoning for forest land, timberland, and timberland production. In addition, projects within the 2045 MTP/SCS that are located near forest lands would be required to comply with all applicable construction standards to reduce impacts on forest land and timber resources.

Because land use strategies contained within the 2045 MTP/SCS would help to encourage growth in developed areas, and because of the majority of timber areas are outside the identified land use development areas in Santa Cruz County, impacts on conversion of forest land or conflicts with land zoned for forest land, timberland, or timberland production would be less than significant.

Mitigation Measures

None required.

c. Specific MTP/SCS Projects That May Result in Impacts

Table 4.2-2 identifies examples of transportation projects with the potential to cause or contribute to direct or indirect impacts to agricultural resources such as those discussed above. These projects are representative and were selected based on their potential scope and likelihood of disturbing agricultural lands. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects.

Table 4.2-2 2045 MTP/SCS Projects That May Result in Agriculture and Forestry Impacts

AMBAG ID	Project	Potential Impact
MON-GRN001-GR	Apple Avenue Bridge over U.S. 101	AG-1
MON-GRN005-GR	Thorne Road Bridge over U.S. 101	AG-1
MON-MYC075-UM	River Road Operational Improvements	AG-1
MON-SNS078-SL	Natividad Creek Bike Path	AG-1
MON-CT030-SL	U.S. 101 – Salinas Corridor	AG-1
MON-CT031-CT	U.S. 101 – South County Frontage Roads	AG-1
MON-CT036-CT	SR 156 - Castroville Boulevard Interchange	AG-1
MON-GON015-GO	US 101 / Gloria Road Interchange	AG-1
MON-GRN008-GR	U.S. 101 – Walnut Avenue Interchange	AG-1
MON-SOL002-SO	U.S. 101 – North Interchange	AG-1
MON-SOL003-SO	U.S. 101 – South Interchange	AG-1
<u>MON-SNS006-SL</u>	<u>U.S. 101 – Alvin Drive Overpass/Underpass and Bypass</u>	<u>AG-1</u>
MON-SNS012-SL	Boronda Road Widening	AG-1
MON-SNS037-SL	Main Street (North) Widening	AG-1
MON-SNS044-SL	Natividad Road Widening	AG-1
MON-SNS048-SL	Romie Lane Widening	AG-1
MON-SNS050-SL	Russell Road Widening	AG-1
MON-SNS059-SL	Williams Road Widening	AG-1
MON-SNS090-SL	Russell Road Extension	AG-1
MON-SNS092-SL	San Juan Natividad Collector	AG-1
MON-SNS093-SL	Independence Boulevard Extension	AG-1
MON-SNS094-SL	Hemingway Drive Extension	AG-1
MON-SNS095-SL	Constitution Boulevard Extension	AG-1
MON-SNS096-SL	Sanborn Road Extension	AG-1
MON-SNS097-SL	Williams Russel Collector	AG-1
MON-SNS098-SL	Alisal Street Extension	AG-1
MON-SNS099-SL	Moffett Street Extension	AG-1
MON-SNS100-SL	Rossi Street Widening	AG-1
MON-SNS101-SL	Bernal Drive Extension	AG-1

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AMBAG ID	Project	Potential Impact
MON-SNS102-SL	Constitution Boulevard Extension	AG-1
MON-SNS103-SL	Williams Road Widening	AG-1
MON-SNS104-SL	Alisal Street Widening	AG-1
MON-SNS108-SL	Laurel Drive Widening	AG-1
MON-SNS121-SL	McKinnon Street Extension	AG-1
MON-MYC147-UM	Castroville Improvements/Blackie Road	AG-1
SB-CT-A01	SR 156 Widening – San Juan Bautista to Union Road	AG-1
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	AG-1
SB-CT-A44	Highway 25 Widening, Phase 1	AG-1
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	AG-1
SB-COH-A16	Memorial Drive Extension: Meridian Street to Santa Ana Road	AG-1
SB-COH-A18	Westside Boulevard Extension	AG-1
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	AG-1
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	AG-1
SB-SBC-A05	Union Road Widening (West): San Benito Street to Highway 156	AG-1
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	AG-1
SB-SBC-A14	San Benito Regional Park Access Road	AG-1
SB-SBC-A67	Shore Road Extension	AG-1
SB-SBC-A79	Enterprise Road Extension	AG-1
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	AG-1
SB-SBC-A82	Flynn Road Extension	AG-1
SB-SJB-A09	Lang Street	AG-1

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4.3 Air Quality and Health Impacts/Risks

This section analyzes the impacts of the 2045 MTP/SCS on local and regional air quality, including both temporary impacts relating to construction activities and long-term impacts associated with population and employment growth and associated growth in transportation and energy consumption. In addition, the potential health risks associated with the development and growth induced by the 2045 MTP/SCS are discussed. Greenhouse gas emissions are analyzed in Section 4.8, *Greenhouse Gas Emissions/Climate Change*.

4.3.1 Setting

a. Local Climate and Topography

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions, such as wind speed, wind direction and air temperature gradients, along with local and regional topography, mediate the relationship between air pollutant emissions and air quality.

The North Central Coast Air Basin (NCCAB) is comprised of Monterey, Santa Cruz, and San Benito counties. The Basin lies along the central coast of California and covers an area of 5,159 square miles. The Diablo Range marks the northeastern boundary and, together with the southern extent of the Santa Cruz Mountains, forms the Santa Clara Valley, which extends into the northeastern tip of the NCCAB. Further south, the Santa Clara Valley transitions into the San Benito Valley, which runs northwest-southeast and has the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley, which extends from Salinas at its northwestern end to King City at its southeastern end. The western side of the Salinas Valley is formed by the Sierra de Salinas, which also forms the eastern side of the smaller Carmel Valley. The coastal Santa Lucia Range defines the western side of the Carmel Valley (Monterey Bay Air Resources District [MBARD] 2008).

The semi-permanent high-pressure cell in the eastern Pacific is the basic controlling factor in the climate of the NCCAB. In the summer, the high-pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High forming a stable temperature inversion of hot air over a layer of cool coastal air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air loft acts as a lid to inhibit vertical air movement (MBARD 2008).

The generally northwest-southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the Salinas and San Benito Valleys creates a weak low pressure which intensifies the onshore air flow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The air flow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific high-pressure cell, which allows pollutants to build up over a period of a few

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days. It is most often during this season that the north or east winds develop to transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB (MBARD 2008).

During the winter, the Pacific High migrates southward and has less influence on the NCCAB. Air frequently flows in a southeasterly direction out of the Salinas and San Benito Valleys, especially during night and morning hours. Northwest winds are nevertheless still dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the NCAAB in winter and early spring (MBARD 2008).

In Santa Cruz County, coastal mountains exert a strong influence on atmospheric circulation, which results in generally good air quality. Small inland valleys such as Scotts Valley with low mountains on two sides have poorer circulation than at Santa Cruz on the coastal plain. In addition, Scotts Valley is downwind of major pollutant generating centers, and these pollutants have time to form oxidants during transit Scotts Valley. Consequently, air pollutants tend to build up more in Scotts Valley than in Santa Cruz (MBARD 2008).

Monterey Bay is an approximately 25-mile-wide inlet, which allows marine air at low levels to penetrate the interior. The Salinas Valley is a steep-sloped coastal valley which opens out on Monterey Bay and extends southeastward with mountain ranges of two to three thousand feet elevation on either side. The broad area of the valley floor near the mouth is approximately 25 miles wide, narrowing to about six miles at Soledad, which is 40 miles inland, and to about three miles wide at King City, which is about 60 miles from the coast. At Salinas, near the northern end of the Valley, west and northwest winds occur about one-half the time during the entire year. Although the summer coastal stratus rarely extends beyond Soledad, the extended sea breeze, which consists of warmer and drier air currents, frequently reaches far down the Salinas Valley. In the southern end of the Valley, which extends into the South Central Coast Air Basin to Paso Robles, winds are generally weaker most of the year except during storm periods (MBARD 2008). The regional air patterns are important in context with air quality because meteorology influences how pollutants move through the air basin and how long pollutants remain in the air basin.

b. Air Pollutants of Primary Concern

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants, referred to as “criteria pollutants.” Under these laws, described more below in Section 4.3.2, *Regulatory Setting*, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for criteria pollutants. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere and include carbon monoxide (CO), reactive organic gasses (ROG), nitrogen oxides (NO_x), fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂) and lead (Pb). Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions. ROG, together with nitrogen oxides, form the building blocks for the creation of photochemical (secondary) pollutants. Secondary

pollutants include oxidants, ozone, sulfate and nitrate particulates (smog). The characteristics, sources, and effects of selected air contaminants are provided in Table 4.3-1.

Table 4.3-1 Description of Selected Air Contaminants

Photochemical Oxidant (Ox)

Characteristics. The term “photochemical oxidant” can include several different pollutants but consists primarily of ozone (more than 90 percent) and a group of chemicals called organic peroxy nitrates. Photochemical oxidants are created in the atmosphere rather than emitted directly into the air. Reactive organic gases and oxides of nitrogen are the emitted contaminants, which participate in the reaction. Ozone is a pungent, colorless toxic gas, which is produced by the photochemical process. Photochemical oxidant is a characteristic of southern California-type smog and reaches highest concentrations during the summer and early fall.

Sources. Ozone is caused by complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from sunlight. Motor vehicles are the major source of oxides of nitrogen and reactive organic gases in the basin.

Effects. The common manifestations of ozone and other photochemical oxidants are damage to vegetation and cracking of untreated rubber. Ozone in high concentrations (ranging from 0.15 ppm to 0.50 ppm) can also directly affect the lungs, causing respiratory and coronary irritation and possible changes in lung functions. These health problems are particularly acute in children and elderly people exposed to these pollutants.

Carbon Monoxide (CO)

Characteristics. CO is a colorless, odorless, toxic gas produced through the incomplete combustion of fossil fuels. Concentrations are higher in winter when more fuel is burned for heating purposes and weather conditions favor the build-up of directly emitted contaminants.

Sources. The use of gasoline-powered engines is the major source of this contaminant, with automobiles being the primary contributor. The CO emissions from gasoline-powered engines are higher during winter months due to poor engine efficiency in cold temperatures. Various industrial processes also produce CO emissions through incomplete combustion of fossil fuels.

Effects. CO does not irritate the respiratory tract. However, it passes through the lungs directly into the blood stream and, by interfering with the transfer of oxygen, deprives sensitive tissues of oxygen.

Nitrogen Oxides (NO_x)

Characteristics. NO_x primarily consists of nitric oxide (NO) (a colorless, odorless gas formed from atmospheric nitrogen and oxygen when petroleum combustion takes place under high temperatures and/or pressure) and nitrogen dioxide (NO₂) (a reddish-brown irritating gas formed by the combination of nitric oxide with oxygen). Due to the role they play as ozone precursors, oxides of nitrogen are one of the two criteria pollutants subject to federal ozone requirements.

Sources. High combustion temperatures cause nitrogen and oxygen to combine and form nitric oxide. Further reaction produces additional oxides of nitrogen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations are the primary sources in the region. Ships, railroads and aircraft are other significant emitters.

Effects. Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of sunlight, to form nitrogen dioxide and ozone. Nitrogen dioxide, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 21 0-mile visibility. NO₂ is an important air pollutant in the region because it is a primary receptor of ultraviolet light. The latter initiates photochemical reactions, helping to form ozone and/or particulate nitrate. It will also react in the air to form nitrate particulates.

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Sulfur Dioxide (SO₂)

Characteristics. SO₂ is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres, SO₂ can form sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting to produce sulfate particulates.

Sources. This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants and metal processing are minor contributors.

Effects. At sufficiently high concentrations, sulfur dioxide irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, SO₂ appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the leaves of plants, dissolve marble and eat away iron and steel. Sulfur oxides can also react to form sulfates, which reduce visibility.

Particulates (Total Suspended Particles and PM₁₀)

Characteristics. Atmospheric particulates are made up of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. About 90 percent by weight of the emitted particles are larger than 10 microns in diameter, but about 10 percent by weight, or 90 percent of the total *number* of particulates, are less than 5 microns in diameter. The aerosols formed in the atmosphere, primarily sulfate and nitrate, are usually smaller than 1 micron. In areas close to major sources, particulate concentrations are generally higher in the winter, when more fuel is burned for heating and meteorological conditions favor the build-up of directly-emitted contaminants. However, in areas remote from major sources and subject to photochemical smog (ozone), particulate concentrations can be higher during summer months because the presence of ozone increases the potential for SO₂ and NO₂ to convert to sulfate and nitrate particulates.

Sources. Particulate matter consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion and from atmospheric photochemical reactions. Re-entrained road dust from vehicles is a significant source of particulates. Natural activities also put particulates into the atmosphere; wind-raised dust and ocean spray are two such sources of particulates.

Effects. In the respiratory tract, very small particles of certain substances may produce injury by themselves, or may contain absorbed gases that are injurious. Suspended in the air, particulates less than 5 microns in diameter can both scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.

Diesel Particulate Matter (DPM)

Characteristics. Diesel particulate matter is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is commonly found throughout the environment. Diesel exhaust is composed of two phases, either gas or particle, and both phases contribute to the risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. Diesel exhaust has a distinct odor, which is primarily a result of hydrocarbons and aldehydes contained in diesel fuel. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements.

Sources. Diesel exhaust is emitted from a broad range of diesel engines: the on-road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment.

Effects. Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs and some neurological effects such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbate asthma. Chronic exposure in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and there are also diesel exhaust immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel

exhaust is a likely carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.

Hydrocarbons and Other Organic Gases (Total Hydrocarbons, CH₄NMHC (non-methane), AHC, NHC)

Characteristics. Any of the vast family of compounds consisting of hydrogen and carbon in various combinations are known as hydrocarbons. Fossil fuels are included in this group. Many hydrocarbon compounds are major air pollutants, and those which can be classified as olefins or aromatics are highly photochemically reactive. Atmospheric hydrocarbon concentrations are generally higher in winter because the reactive hydrocarbons react more slowly in the winter and meteorological conditions are more favorable to their accumulating in the atmosphere to higher concentration before producing photochemical oxidants. Due to the role they play as ozone precursors, reactive hydrocarbons are one of the two criteria pollutants subject to federal ozone requirements.

Sources. Motor vehicles are a major source of anthropogenic hydrocarbons (AHC) in the basin. Other sources include evaporation of organic solvents and petroleum refining and marketing operations. Trees are the principal emitters of biogenic or natural hydrocarbons (NHC).

Effects. Certain hydrocarbons can damage plants by inhibiting growth and causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions which produce photochemical oxidants.

Lead (Pb)

Characteristics. Lead is an elemental heavy metal found naturally in the environment as well as in manufactured products. Lead can be released directly into the air, as suspended particles. It is soft, malleable and melts at a relatively low temperature. When freshly cut, it has a bluish-white tint; it tarnishes to a dull gray upon exposure to air. Lead has several properties that make it useful: high density, low melting point, ductility and relative inertness to oxidation. Combined with relative abundance and low cost, these factors resulted in the extensive worldwide use of lead. Lead is persistent in the environment and accumulates in soils and sediments through deposition from air sources, direct discharge of waste streams to water bodies, mining and erosion.

Sources. The major sources of lead emissions historically have been mobile and industrial sources. As a result of phasing out leaded gasoline, metal processing currently is the primary source of Pb emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities and lead-acid battery manufacturers.

Effects. Humans may be exposed to lead from air pollution directly, through inhalation, or through the incidental ingestion of lead that has settled out from the air onto soil or dust. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects (e.g., high blood pressure and heart disease) in adults. Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits and lowered IQ. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals and neurological effects in vertebrates.

Source: U.S. EPA 2021a

Ozone is the main pollutant of concern for the NCCAB; ROGs and NO_x join in photochemical reactions that produce ozone and thus are also of concern. The region is “NO_x sensitive,” meaning that ozone formation from local emissions is limited by the availability of NO_x as opposed to the availability of ROGs (MBARD 2017). The primary sources of ROGs within the AMBAG region are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation and prescribed burning. The primary sources of NO_x are on- and off-road motor vehicles and stationary sources.

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The MBARD forecasted 2020 daily emissions in the 2012-2015 Air Quality Management Plan (AQMP) and are included in Table 4.3-2. These are forecasted rather than reported emissions.

Table 4.3-2 Forecasted 2020 Daily Emissions

Emission Type	Total Forecasted Emissions (tons)	Area-Wide Percentage	Mobile Source Percentage	Stationary Source Percentage
ROG	57	64%	18%	17%
NO _x	32	13%	50%	37%

Source: MBARD 2017

The most recent reported emissions, 2015, are shown in Table 4.3-3.

Table 4.3-3 Reported 2015 Daily Emissions

Emission Type	Total Forecasted Emissions (tons)	Area-Wide Percentage	Mobile Source Percentage	Stationary Source Percentage
ROG	59	60%	23%	17%
NO _x	39	11%	60%	21%
PM ₁₀ ¹	47	86%	11%	3%

¹ Daily emissions of PM₁₀ were from 2020

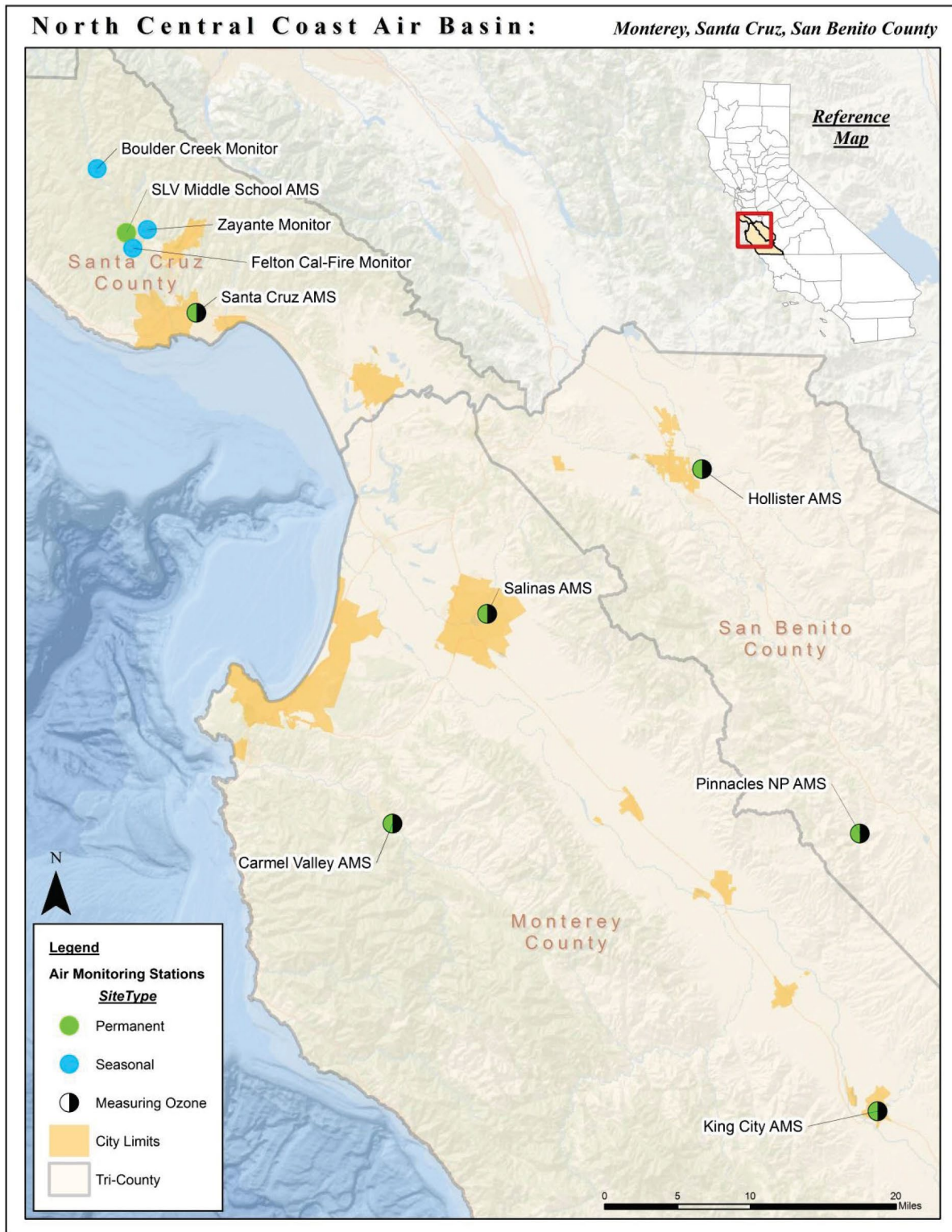
Source: MBARD 2017; CARB 2018

The highest particulate levels and most frequent violations occur in the coastal corridor, which experiences fugitive dust from various geological and man-made sources. Nearly three quarters of all NCCAB exceedances occurred at these coastal sites, where sea salt is often the main factor causing exceedance (MBARD 2005).

c. Current Ambient Air Quality

MBARD is required to monitor air pollutant levels to assure that ambient air quality standards are met and to develop strategies to meet these standards if they are not met. Monitoring of ambient air pollutant concentrations is conducted by CARB and MBARD and industry. Depending on whether measured air pollutant concentrations fall within or exceed standards, the local air basin is classified as being in “attainment” or “non-attainment”. Ambient air quality is currently monitored at seven permanent stations in the NCCAB, which are shown in Figure 4.3-1.

Figure 4.3-1 NCCAB Air Quality Monitoring Stations (2017)



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The NCCAB is currently in non-attainment of the State PM₁₀ standard and eight-hour ozone standard. The NCCAB is in attainment or unclassifiable for all other State standards and all federal standards (MBARD 2017). Table 4.3-4 presents a 10-year summary of the days that the NCCAB exceeded the ozone CAAQS and NAAQS and the PM₁₀ CAAQS and the NAAQS. Table 4.3-5 presents the number of days Monterey, San Benito, and Santa Cruz County exceeded the 8-hour ozone CAAQS. Due to insufficient and limited data for PM₁₀ measurements, a table is not provided.

Table 4.3-4 Ten-Year NCCAB Air Quality Summary (2010-2019) for Days Over the Ozone and PM₁₀ NAAQS and CAAQS

Year	Ozone 1-Hour CAAQS	Ozone 8-Hour NAAQS	Ozone 8-Hour CAAQS	PM ₁₀ 24 Hour NAAQS	PM ₁₀ 24 Hour CAAQS
2010	0	6	6	0	2
2011	0	2	2	0	*
2012	0	8	9	0	*
2013	1	5	5	0	*
2014	0	3	3	0	*
2015	0	0	0	0	*
2016	1	5	5	0	*
2017	0	1	1	0	*
2018	0	1	1	0	*
2019	0	0	0	0	*

CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; PM₁₀ = particulate matter with a diameter of 10 microns or less

* Insufficient data available to determine the value

Note: No measurement data available post-2019

Source: CARB 2021b

Table 4.3-5 Days Exceeding the 8-Hour Ozone CAAQS (2010-2019)

Station by County	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Monterey County	0	0	0	0	0	0	0	0	0	0
San Benito County	6	2	9	5	4	0	5	1	1	0
Santa Cruz County	0	0	1	0	0	0	0	1	0	0

Note: No measurement data available post-2019

Source: CARB 2021b

In addition, emission inventory and forecast data is provided below for ROG, NO_x, and PM₁₀. Data from Pinnacles National Park Monitoring Station is shown since this is the NCCAB's peak "hot spot" station with the highest measured ozone concentrations (MBARD 2017). Table 4.3-6 and Table 4.3-7 show the emissions inventory and forecast for ROG, NO_x and

PM₁₀ within the NCCAB through year 2035.¹ Basin-wide historical data on the number of 1- and 8-hour State and 8-hour federal exceedances are provided in Figure 4.3-2.

Table 4.3-6 Emissions Inventory and Forecasts for ROG and NO_x

Tons/Day	2000	2005	2010	2015	2020	2025	2030	2035
ROG	70.97	64.11	60.48	59.16	56.63	55.67	55.59	55.80
NO _x	80.49	60.53	45.58	38.81	31.61	27.18	25.62	25.34

Notes: Emissions include all sources (i.e., mobile, area-wide, and stationary sources). The 2012-2015 AQMP only forecasts emission inventories out till 2035. Thus, there are no future forecasts beyond 2035 available.

Source: MBARD 2017

Table 4.3-7 Emissions Inventory and Forecasts for PM₁₀

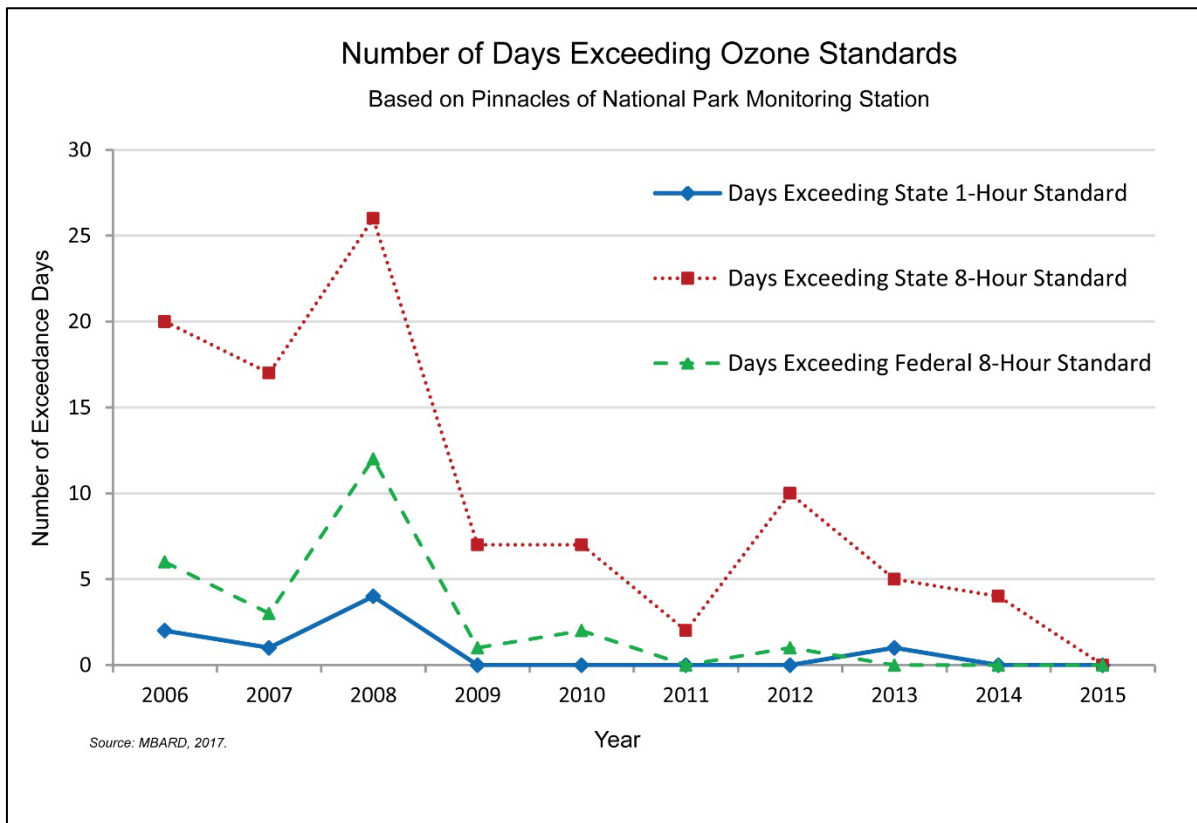
Tons/Day	2000	2005	2010	2015	2020	2025	2030	2035
PM ₁₀ (All Sources)	43.8	47.6	41.8	44.4	47.7	50.2	52.9	55.4
PM ₁₀ (Mobile Sources)	2.8	4.2	2.7	2.0	1.8	1.8	1.8	1.9

Notes: Emission Inventory and forecasts include all sources except natural (non-anthropogenic) sources. The CARB California Emissions Project Analysis Model has no forecasting data available beyond 2035.

Source: CARB 2018

¹ The planning inventories in the MBARD's 2012-2015 AQMP only forecasts emissions out to 2035. The CARB California Emissions Project Analysis Model v 1.05 also forecasts out to 2035. Thus, no forecast data is available for the last 10 years of the planning horizon for the 2045 MTP/SCS.

Figure 4.3-2 Historical NCCAB Ozone Exceedances (2016)²



d. Toxic Air Containments

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis (MBARD 2008).

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM; CARB 2021a); however, TACs may be emitted from a variety of

² Per the MBARD's 2012-2015 AQMP, "The data from the Pinnacles National Park monitor are also used by both ARB and EPA to designate the NCCAB as attainment or non-attainment of the ozone standards."

common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

CARB reports that diesel particulate matter represents about 70 percent of the potential cancer risk from vehicle travel on a typical urban freeway (CARB 2005). Residences and communities in proximity to TAC sources are disproportionately impacted. To protect people from TACs and reduce exposure, CARB recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Additional non-cancer health risk attributable to proximity to freeways was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet (CARB 2005).

Diesel Particulate Matter

Particulates in diesel emissions, referred to as diesel particulate matter (DPM), are very small and readily respirable. More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM_{2.5}. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2021a). The particles have hundreds of chemicals adsorbed onto their surfaces, including many known or suspected mutagens and carcinogens. The California Office of Environmental Health Hazard Assessment (OEHHA) completed a comprehensive health assessment of diesel exhaust in 1998, which formed the basis for CARB to formally identify the particles in diesel exhaust as a TAC. In California, DPM has a significant impact since it is estimated that 70 percent of total known cancer risk related to air toxics is attributable to DPM. According to CARB, DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over a lifetime (CARB 2021a).

DPM can also be responsible for elevated localized exposures (“hotspots”). Risk characterization scenarios conducted by CARB have determined the potential cancer risk resulting from proximity to DPM sources, such as school buses and high-volume freeways. California freeway studies show about a 70% drop off in particulate pollution levels at 500 feet from freeways and high-traffic roads (CARB 2005).

Besides DPM, several other pollutants are emitted by vehicle exhaust are a public health concern. U.S. EPA has identified five pollutants of highest priority in addition to DPM: acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene. The latter five pollutants are found in organic gases emitted by vehicles.

4.3.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Clean Air Act

The federal Clean Air Act (CAA) governs air quality in the United States. At the federal level, the U.S. EPA administers the CAA. CARB administers the CAA at the State level and the local air districts administers the CAA at the regional and local levels. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California CAA, which is administered by the CARB at the State level and the air districts at the regional and local levels. The MBARD regulates air quality in the AMBAG region, which includes Monterey, San Benito, and Santa Cruz counties. Table 4.3-8 summarizes the current federal and State air quality standards.

The U.S. EPA is responsible for enforcing the federal CAA, which defines non-attainment areas as geographic regions designated as not meeting one or more of the national ambient air quality standards (NAAQS) that are required under the 1977 CAA and subsequent amendments. The federal CAA requires that a State Implementation Plan (SIP) be prepared for each non-attainment area and a maintenance plan be prepared for each former non-attainment area that subsequently demonstrated compliance with the standards. A SIP is a compilation of a state's air quality control plans and rules, approved by the U.S. EPA. Section 176(c) of the CAA provides that federal agencies cannot engage, support, or provide financial assistance for licensing, permitting, or approving any project unless the project conforms to the applicable SIP. The state and the U.S. EPA's goals are to eliminate or reduce the severity and number of violations of the NAAQS and to achieve expeditious attainment of these standards.

Table 4.3-8 Current Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standards
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	–	–
	24-Hour	–	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	–	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³

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Pollutant	Averaging Time	Federal Primary Standards	California Standards
PM _{2.5}	Annual	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	–
Lead	30-Day Average	–	1.5 µg/m ³
	3-Month Average	0.15 µg/m ³	–
Visibility Reducing Particles	8-Hour	–	Extinction of 0.23 per kilometer*
Sulfates	24-Hour	–	25 µg/m ³
Hydrogen Sulfide	1-Hour	–	0.03 ppm (42 µg/m ³)
Vinyl Chloride	24-Hour	–	0.01 ppm 0.02 (26 µg/m ³)

ppm = parts per million; µg/m³ = micrograms per cubic meter

* In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: CARB 2016

1990 Amendments to the Clean Air Act

The 1990 amendments to the CAA included a provision to address air toxics. Under Title III of the CAA, the U.S. EPA establishes and enforces National Emission Standards for Hazardous Air Pollutants, which are nationally uniform standards oriented toward controlling particular hazardous air pollutants. Section 112(b) of the CAA identifies 189 “Air Toxics” (hazardous air pollutants), directs U.S. EPA to identify sources of the 189 pollutants, and establishes a 10-year time period for EPA to issue technology-based emissions standards for each source category. Title III of the CAA provides for a second phase under which U.S. EPA is to assess residual risk after the implementation of the first phase of standards and impose new standards, when appropriate, to protect public health.

Safer Affordable Fuel-Efficient Vehicles Rule

In August 2018, the U.S. EPA and NHTSA issued a proposed ruling to roll back some of the fuel economy and GHG standards for medium- and heavy-duty trucks. The new ruling proposed by the U.S. EPA and NHTSA, the Safer Affordable Fuel-Efficient (SAFE) Vehicle Rules, would replace the CAFE standards set for model year 2022-2025 passenger car and light trucks, while the 2021 model year vehicles will maintain the CAFE standards. The ruling is split into two parts.

Part One, “One National Program” (84 FR 51310), revokes a waiver granted by U.S. EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by U.S. EPA for the explicit purpose of GHG reduction, and indirectly, criteria air pollutants and ozone precursor emission reduction. This revocation became effective on November 26, 2019, potentially restricting the ability of CARB

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to enforce more stringent GHG emission standards for new vehicles and set zero emission vehicle mandates in California.

Part Two addresses CAFE standards for passenger cars and light trucks for model years 2021 to 2026. This rulemaking proposes new CAFE standards for model years 2022 through 2026 and would amend existing CAFE standards for model year 2021. The proposal would retain the model year 2020 standards (specifically, the footprint target curves for passenger cars and light trucks) through model year 2026. The proposal addressing CAFE standards was jointly developed by NHTSA and U.S. EPA, with U.S. EPA simultaneously proposing tailpipe CO₂ standards for the same vehicles covered by the same model years.

In September 2019, U.S. EPA and the National Highway Traffic Safety Administration issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, which revoked California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California (84 Federal Register 51310). In April 2020, the federal agencies issued the SAFE Vehicles Rule Part Two for Model Years 2021–2026 Passenger Cars and Light Trucks, which relaxed federal GHG emissions and fuel economy standards (85 Federal Register 24174). At the time of preparation of this EIR, the implications of the SAFE Rule on California's future emissions are uncertain. On February 8, 2021, the incoming federal administration issued a stay in regard to the legal challenges by California and other states to the revocation of California's waiver (JDSupra 2021a).

As of May 11, 2021, there is currently a proposed rule to withdraw Part One of the SAFE Rule (Docket No. NHTSA-2021-0030).

b. State Laws, Regulations, and Policies

AB 32

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006 (Nunez), expanded CARB's role to development and oversight of California's main GHG reduction programs. These include cap and trade, the Low Carbon Fuel Standard, and the zero-emission vehicle programs. With the passage of additional laws (such as Senate Bill [SB] 32 in 2016 and AB 398 in 2017), CARB continues to map out how these programs and others can help California reach its next statutory target: reducing GHG emissions an additional 40 percent below 1990 levels by 2030. Reductions in GHG emissions are tied to improvements in air quality.

California Clean Air Act

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code Section 39000 et seq.) and amended in 1992. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Air basins or areas that exceed the CAAQS are designated non-attainment until compliance is disclosed in an attainment plan. In California, CARB is responsible for meeting the State requirements of the

federal CAA, administering the California CAA, and establishing the California ambient air quality standards (CAAQS). The California CAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

Senate Bill 656 (Chapter 738, Statutes of 2003)

In 2003, the California Legislature enacted SB 656 (Chapter 738, Statutes of 2003), codified as Health and Safety Code Section 39614, to reduce public exposure to PM₁₀ and PM_{2.5}. SB 656 required CARB, in consultation with local air pollution control and air quality management districts (air districts), to develop and adopt, by January 1, 2005, a list of the most readily available, feasible, and cost-effective control measures that could be employed by CARB and the air districts to reduce PM₁₀ and PM_{2.5} (collectively referred to as PM). The legislation established a process for achieving near-term reductions in PM throughout California ahead of federally required deadlines for PM_{2.5} and provided new direction on PM reductions in those areas not subject to federal requirements for PM. Measures adopted as part of SB 656 complement and support those required for federal PM_{2.5} attainment plans, as well as for State ozone plans. This ensures continuing focus on PM reduction and progress toward attaining California's more health protective standards. This list of air district control measures was adopted by CARB on November 18, 2004. The MBARD also complied with this legislation; staff developed a Particulate Matter Implementation Schedule that was adopted in December 2005 (MBARD 2005).

In response to SB 656, MBARD identified several control measures aimed at reducing PM₁₀ and PM_{2.5} emissions in their *2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region* (i.e., 2005 Particulate Matter Plan). The most applicable measures to mobile emissions listed in Table 4.3-9, specifically to re-entrained road dust, are D-1 and D-2.

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Table 4.3-9 MBARD Fugitive Dust Control Measures

No.	Measure Description	Target Pollutant	Measure Type	Implementation Date
D-1	Unpaved Roads – Best Management Practices (BMPs)	Fugitive Dust	Educational and Grants	December 2006
D-2	Unpaved Roads – Speed Limit	Fugitive Dust	Educational or Regulatory	December 2006
D-3	Agricultural Tilling/Land Planning	Fugitive Dust	Policy	December 2006
D-4	Sea Salt Exemption	None	Regulatory	March 2006
D-5a	Mineral Processing	Fugitive Dust	Contingency Measure	June 2007
D-5b	Cement Manufacturing	Fugitive Dust	Regulatory	Implemented with Mineral Processing measure
D-6a	Integrate Air Quality Management Plan for Ozone	Secondary PM	Regulatory	June 2007
D-6b	Integrate Smoke Management Program	Smoke	Regulatory	June 2007
D-6c	Integrate Environmental Review Under CEQA	Fugitive Dust	Regulatory	October 2006
D-6d	Integrate Air Toxic Control Measure for Naturally Occurring Asbestos	Fugitive Dust	Regulatory	June 2007
D-6e	Integrate Expanding Moyer Program (AB 923)	Diesel Exhaust	Grants	June 2006
D-6f	Integrate Department of Motor Vehicles Renewal Fees (AB 2766)	PM ₁₀	Educational and Grants	June 2006
D-7	Air Toxic Control Measure for Agricultural Irrigation Pumps	Fugitive Dust	Grants	June 2007

*All control measures adopted on December 14, 2005.

Source: MBARD 2005

Toxic Air Contaminant Identification and Control Act of 1983

The Toxic Air Contaminant Identification and Control Act (AB 1807) created California's program to reduce exposure to air toxics. The program involves a two-step process: risk identification and risk management. In the risk identification step, and upon CARB's request, the Office of Environmental Health Hazard Assessment evaluates the health effects of substances other than pesticides and their pesticidal uses. Substances with the potential to be emitted or that are currently being emitted into the ambient air may be identified as a TAC. In the risk management step, once a substance is identified as a TAC, and with the

participation of local air districts, industry, and interested public, CARB prepares a report that outlines the need and degree to regulate the TAC through a control measure.

Assembly Bill 2588: Air Toxics “Hot Spots” Information and Assessment Act of 1987

The Air Toxics “Hot Spots” Information and Assessment Act (Assembly Bill 2588) was enacted in 1987 to require stationary sources to report the types and quantities of substances identified as having a localized health risk. This act aims to ascertain health risks, notify nearby residents of significant risks and to reduce significant risks to acceptable levels. The California Office of Environmental Health Hazard Assessment (OEHHA) is the lead agency for the assessment of health risks posed by environmental contaminants. OEHHA, which is an office within the California Environmental Protection Agency (CalEPA), aims to protect human health and the environment through scientific evaluation of risks posed by hazardous substances. In addition, OEHHA develops health-protective exposure levels for contaminants in air, water and soil as guidance for regulatory agencies and the public. These include public health goals for contaminants in drinking water and both cancer potency factors and non-cancer reference exposure levels for the Air Toxics Hot Spots Program.

Executive Order N-79-20

In 2021, Governor Newsom signed Executive Order N-79-20 which calls for the elimination of new internal combustion passenger vehicles by 2035. The Executive Order establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045. Furthermore, the Executive Order provides momentum for providers of charging and refueling infrastructure, electric utilities, and others to plan for and support the increasing consumer demand for these vehicles (CARB 2021b).

CARB Air Quality and Land Use Handbook and 2017 Technical Advisory

CARB’s *Air Quality and Land Use Handbook: A Community Health Perspective* recommends that local agencies avoid siting new, sensitive land uses within specific distances of potential sources of TACs, such as freeways and high-traffic roads, distribution centers, railroads, and ports (CARB 2005). Specifically, CARB recommends that local agencies avoid siting new, sensitive land uses within 500 feet of a freeway. The primary concern is the effect of diesel exhaust particulate on sensitive uses.

CARB *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* technical advisory (2017) identifies effective strategies that planners and other land use decision-makers can implement locally and in the near-term to reduce exposure to near-roadway pollution from increased infill development while also protecting public health. These strategies complement the state’s many efforts to reduce air pollution from all sources, including cars and trucks.

Diesel Risk Reduction Program

In August 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as TACs, based on data linking diesel PM emissions to increased risks of lung cancer and

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respiratory disease. Following the identification process, CARB was required to determine if there was a need for further control, which led to creation of the Diesel Advisory Committee to assist in the development of a risk management guidance document and risk reduction plan. In September 2000, CARB adopted the Diesel Risk Reduction Plan, which recommends control measures to reduce the risks associated with diesel PM and achieve a goal of 75 percent diesel PM reduction by 2010 and 85 percent by 2020. Specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles are continuing to be evaluated and developed. The goal of these regulations is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions.

Airborne Toxic Control Measures

Under the California Health and Safety Code, Division 26 (Air Resources), CARB is authorized to adopt regulations to protect public health and the environment through the reduction of TACs and other air pollutants with adverse health effects. CARB has promulgated several mobile and stationary source airborne toxic control measures (ATCMs) pursuant to this authority. For instance, effective as of July 2003, CARB approved an ATCM that limits school bus idling and idling at or near schools to only when necessary for safety or operational concerns (13 CCR Chapter 10, Section 2480). This ATCM is intended to reduce diesel PM and other TACs and air pollutants from heavy-duty motor vehicle exhaust. It applies to school buses, transit buses, school activity buses, youth buses, general public paratransit vehicles, and other commercial motor vehicles. This ATCM focuses on reducing public exposure to diesel PM and other TACs, particularly for children riding in and playing near school buses and other commercial motor vehicles, who are disproportionately exposed to pollutants from these sources. In addition, effective February 2005, CARB approved an ATCM to limit the idling of diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds, regardless of the state or country in which the vehicle is registered (13 CCR Chapter 10, Section 2485).

Drayage Truck Regulation

CARB established the Drayage Truck Regulation as part of its ongoing efforts to reduce PM and NOx emissions from diesel-fueled engines and improve air quality associated with goods movement. The purpose of this regulation is to reduce emissions and public exposure to diesel PM, NOx, and other air contaminants by setting emission standards for in-use, heavy-duty diesel-fueled vehicles.

Starting January 1, 2023, drayage trucks will be subject to the provisions of Title 13, CCR, Section 2025, the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy Duty Diesel-Fueled Vehicles, which requires that all not otherwise exempt in-use on-road diesel vehicles, including drayage trucks, have a 2010 model year emissions equivalent engine by January 1, 2023 (Article 4.5, Chapter 1, Division 3, Title 13, Section 2027, CCR).

Proposition 1B: Goods Movement Emission Reduction Program

The \$1 billion Proposition 1B Goods Movement Emission Reduction Program is a partnership between CARB and local agencies, air districts, and seaports to quickly reduce air pollution emissions and health risk from freight movement along California's trade corridors. Local agencies apply to CARB for funding. Then those agencies offer financial incentives to owners of equipment used in freight movement to upgrade to cleaner technologies. Projects funded under this program must achieve early or extra emission reductions not otherwise required by law or regulation.

c. Regional Laws, Regulations, and Policies

Monterey Bay Air Resources District

MBARD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions are maintained in Monterey, San Benito, and Santa Cruz counties. Responsibilities of MBARD include, but are not limited to: preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions and implementing programs and regulations required by the Federal CAA and the California CAA. Since the passage of the 1990 Federal CAA Amendments, eight plan updates have been adopted by MBARD. The most recent regional plan is MBARD's *2012-2015 Air Quality Management Plan* (AQMP) (MBARD 2017).

The AQMP was prepared to ensure continued progress towards clean air and compliance with State and federal requirements. This AQMP shows how the State AAQS for ozone would be met in the NCCAB. According to the emission reduction strategy in the AQMP, MBARD's priority is to continue to pursue reduction of ozone precursor emissions from mobile sources. Although the 2008 AQMP detailed transportation control measures (TCMs), these measures have not been listed in more recent updates of AMBAG's Metropolitan Transportation Improvement Program (MTIP) because the region has come into attainment of all NAAQS (MBARD 2017).

MBARD continues to foster and support programs that reduce ozone precursor emissions, implement rules when necessary, and continue to maintain robust permitting and enforcement programs. Mobile source emission reductions are primarily achieved through the MBARD's incentive programs. To support reducing on-road vehicle emissions, the MBARD's AB 2766 grant program focuses funding on direct emission reduction projects. These projects include roundabout design and construction as well as the application of adaptive traffic signal control at intersections. Since 2016, MBARD has implemented the Monterey Bay Electric Vehicle Incentive Program, which offers cash rebates to the public for purchasing or leasing battery electric and plug-in hybrid electric vehicles. In addition, the Plug-in Monterey Bay Electric Vehicle Charge Station Infrastructure program was implemented in January 2017 to establish DC fast charge and Level 2 charge station multi-

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centers. Furthermore, MBARD is also evaluating whether to implement a voluntary accelerated vehicle retirement (VAVR) and/or voluntary repair of vehicles (VRV) to reduce light-duty vehicle emissions in accordance with the Carl Moyer Program, which provides funding to encourage replacement of older heavy-duty motors/engines in the AMBAG region. Each of these reduction projects would reduce emissions in the region by encouraging cleaner vehicles.

In 2005, MBARD adopted the 2005 Particulate Matter Plan to fulfill the requirements of Senate Bill 656, which was approved by the California Legislature in 2003 with the objective of reducing public exposure to particulate matter. In 2011, CARB approved the latest regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles (Title 13 Section 2205). The regulation requires affected vehicles to meet specific performance requirements between 2012 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or the equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle. With implementation of CARB's Risk Reduction Plan, DPM concentrations are expected to be reduced by 85 percent in 2020 from the estimated year-2000 level (CARB 2000).

MBARD Rule 402, *Nuisances*, prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. Nuisances can include offensive odors. If offensive odors are present and become a nuisance, complaints can be filed by email or phone call with the MBARD, who will then investigate the source.

d. Local Laws, Regulations, and Policies

City and county general plans within the AMBAG area contain policies to protect air quality. Listed below are the policies from each county in the region applicable to air quality. Cities in the region have generally similar policies and examples are provided in more detail below.

Monterey County

The Monterey County General Plan (Monterey County 2010b) contains policies in the Conservation/Open Space Element that pertain to air quality as shown below.

- **Policy OS-10.1.** Land use policy and development decisions shall be consistent with the natural limitations of the County's air basins.
- **Policy OS-10.2.** Mass transit, bicycles, pedestrian modes of transportation and other transportation alternatives to automobiles shall be encouraged.
- **Policy OS-10.3.** Monterey County shall promote conservation of naturally vegetated and forested areas for their air purifying functions.
- **Policy OS-10.4.** Monterey County shall encourage concentrating industrial and commercial development in areas that are more easily served by public transit.

- **Policy OS-10.5.** Mixed land uses that reduce the need for vehicular travel shall be encouraged.
- **Policy OS-10.6.** The Monterey Bay Unified Air Pollution Control District's air pollution control strategies, air quality monitoring and enforcement activities shall be supported.
- **Policy OS-10.7.** Use of the best available technology for reducing air pollution emissions shall be encouraged.
- **Policy OS-10.8.** Air quality shall be protected from naturally occurring asbestos by requiring mitigation measures to control dust and emissions during construction, grading, quarrying, or surface mining operations. This policy shall not apply to Routine and Ongoing Agricultural Activities except as required by state and federal law.
- **Policy OS-10.9.** The County of Monterey shall require that future development implement applicable Monterey Bay Unified Air Pollution Control District control measures. Applicants for discretionary projects shall work with the Monterey Bay Unified Air Pollution Control District to incorporate feasible measures that assure that health-based standards for diesel particulate emissions are met. The County of Monterey will require that future construction operate and implement MBUAPCD [Monterey Bay Unified Air Pollution Control District, now MBARD] PM₁₀ control measures to ensure that construction-related PM₁₀ emissions do not exceed the MBUAPCD's daily threshold for PM₁₀. The County shall implement MBUAPCD measures to address off-road mobile source and heavy-duty equipment emissions as conditions of approval for future development to ensure that construction-related NO_x emissions from non-typical construction equipment do not exceed the MBUAPCD's daily threshold for NO_x.
- **Policy OS-10.14.** The County of Monterey shall require that construction contracts be given to those contractors who show evidence of the use of soot traps, ultra-low sulfur fuels and other diesel engine emissions upgrades that reduce PM₁₀ emissions to less than 50% of the statewide PM₁₀ emissions average for comparable equipment.

Cities within the County of Monterey contain similar policies. In the City of Monterey, the Conservation Element of the General Plan (2005) contains the following policies:

- **Policy c.1.** Reduce air pollution generated by motor vehicles by encouraging the use of public transit, carpooling, bicycles, and walking as alternatives. Policies to achieve these goals are found in the Circulation Element. Promote cooperation with local and state agencies to develop programs to reduce sources of air pollution.
- **Policy c.3.** Promote cooperation with local and state agencies to develop programs to reduce sources of air pollution.

Similarly, the City of Salinas contains policies in the Conservation/Open Space Element that support the County's effort (2002). Some of the policies include:

- **Policy COS-22.** To reduce dust and particulate matter levels, implement fugitive dust control measures such as:
 - Restrict outdoor storage of fine particulate matter;
 - Provide tree buffers between residential and agricultural uses;

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- Monitor construction and agricultural activities and emissions; and
- Pave areas used for vehicular maneuvering
- **Policy COS-24.** Continue to cooperate with the District to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with District and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG and the District.

San Benito County

The San Benito County 2035 General Plan (County of San Benito 2015) contains policies in the Health and Safety Element that pertain to air quality as shown below.

- **Policy HS-5.1 – New Development.** The County shall use the CEQA process to ensure development projects incorporate feasible mitigation measures to reduce construction and operational air quality emissions and consult with the Monterey Bay Unified Air Pollution Control District early in the development review process.
- **Policy HS-5.2 – Sensitive Land Use Locations.** The County shall ensure adequate distances between sensitive land use and facilities or operations that may produce toxic or hazardous air pollutants or substantial odors.
- **Policy HS-5.3 – Early Coordination with the Air Quality Control District.** The County shall notify and coordinate with the Monterey Bay Unified Air Pollution Control District when industrial developments are proposed within the county to ensure applicants comply with applicable air quality regulations and incorporate design features and technologies to reduce air emissions.
- **Policy HS-5.4 – PM₁₀ Emissions from Construction.** The County shall require developers to reduce particulate matter emissions from construction (e.g., grading, excavation and demolition) consistent with standards established by the Monterey Bay Unified Air Pollution Control District.
- **Policy HS-5.5 – PM₁₀ Emissions from Industrial Facilities.** The County shall require industrial facilities to incorporate best management practices to reduce PM_{2.5} and PM₁₀ emissions consistent with standards established by the Monterey Bay Unified Air Pollution Control District.
- **Policy HS-5.6 – New Construction Mitigation.** The County shall work in coordination with the Monterey Bay Unified Air Pollution Control District to minimize air emissions from construction activities associated with proposed development.
- **Policy HS-5.10 – Vehicle Emissions Reductions.** The County shall study alternatives for improving circulation (e.g., roundabouts, one ways, etc.), when feasible, to reduce idling motor vehicle emissions.
- **Policy HS-5.12 – Air Quality Management Plans.** The County shall encourage regional planning agencies to consider the County's population projections during the preparation of future Air Quality Management Plans.

- **Policy HS-5.13 – Reduce Air Pollution from Wood Burning.** No permanently installed wood-burning devices shall be allowed in any new development, except when necessary for food preparation in a restaurant or other commercial establishment serving food.
- **Policy HS-5.14 – Notify Project Applicants of Air District Requirements.** The County shall work with the Air District to obtain materials to give to project applicants regarding relevant information about Air District requirements.

The City of Hollister within the County of San Benito contains similar policies that support the County's initiative. For example, the Natural Resources and Conservation Element in the City of Hollister's General Plan (2005) lists some of the following policies:

- **Policy NRC 2.2 – Air Quality Considerations in Land Use Planning.** To ensure excellent air quality, promote land use compatibility for new development by using buffering techniques such as landscaping, setbacks, and screening in areas where different land uses abut one another.
- **Policy NRC 2.3 – Air Quality Planning and Coordination.** Integrate air quality considerations with the land use and transportation processes by mitigating air quality impacts through land use design measures, such as encouraging project design that will foster walking and biking.

Santa Cruz County

The Santa Cruz County General Plan and Local Coastal Program (County of Santa Cruz 1994) contains policies in the Conservation and Open Space Element that pertain to air quality as shown below.

- **Policy 5.18.1 – New Development.** Ensure new development projects are consistent at a minimum with the Monterey Bay Unified Air Pollution Control District Air Quality Management Plan and review such projects for potential impact on air quality.
- **Policy 5.18.2 – Non-Attainment Pollutants.** Prohibit any net increase in emissions of non-attainment pollutants or their precursors from new or modified stationary sources which emit 25 tons per year or more of such pollutants.
- **Policy 5.18.3 – Air Quality Mitigations.** Require land use projects generating high levels of air pollutants (i.e., manufacturing facilities, hazardous waste handling operations) to incorporate air quality mitigations in their design.
- **Policy 5.18.5 – Sensitive Land Uses.** Locate air pollution sensitive land uses, including hospitals, schools and care facilities, away from major sources of air pollution such as manufacturing, extracting facilities.
- **Policy 5.18.6 – Plan for Transit Use.** Encourage commercial development and higher density residential development to be located in designated centers or other areas that can be easily served by transit.
- **Policy 5.18.7 – Alternatives to the Automobile.** Emphasize transit, bicycle and pedestrian modes of transportation rather than automobiles.

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- **Policy 5.18.8 – Encouraging Landscaping.** Maintain vegetated and forested areas, and encourage cultivation of street trees and yard trees for their contributions to improved air quality.
- **Policy 5.18.10 – Elimination of Ozone Depleting Chemicals.** Support and implement local actions to achieve the most rapid possible international, national, state and local elimination of the emission of ozone-depleting chemicals.

Cities within the County of Santa Cruz contain similar policies that support the County's initiative. The City of Santa Cruz's 2030 General Plan (2012) includes the following policies:

- **Policy HZ2.2.1.** Require future development projects to implement applicable Monterey Bay Unified Air Pollution Control District (MBUAPCD) control measure and/ or air quality mitigations in the design of new projects as set forth in the District's "CEQA Guidelines."
- **Policy HZ2.2.3.** Locate air pollution-sensitive land uses away from major sources of air pollution or require mitigation measures to protect residential and sensitive land uses from freeways, arterials, point source polluters, and hazardous material locations
- **Policy HZ2.2.4.** Encourage public education programs promoting reduced emissions from transportation-generated pollutants and area-wide sources.

In the City of Watsonville 2005 General Plan, policies to address air quality through design and transportation include (1994):

- **Policy 9.C.5 – Alternative Travel Modes.** In order to reduce automobile related pollution, the City shall plan for and encourage the use of transit, ridesharing, bicycles, and walking as alternatives to automobile travel, and the use of low emission and electric vehicles.
- **Policy 9.C.4 – Design Review.** The City shall require new development to include considerations for transit, Transportation Demand Management (TDM), and alternative travel modes in project designs including but not limited to transit stops, car and van pool preferred parking, and bicycle access and storage facilities.

4.3.3 Impact Analysis

a. Significance Thresholds and Methodology

Appendix G of the *State CEQA Guidelines* identifies the following general criteria for determining whether a project's impacts would have a significant impact on air quality. AMBAG has modified the language of the second criterion to provide specific quantities of criteria pollutants that would contribute to a significant impact based on MBARD emissions thresholds:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard:

- a. During construction, cause a violation of PM₁₀ AAQS at nearby or upwind of sensitive receptors, based on whether the project would:
 - i. Emit greater than 82 pounds (lbs)/day of PM₁₀ if located nearby or upwind of sensitive receptors³; or
 - ii. Use equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.
 - b. During operation:
 - i. Generate direct (area source or stationary) plus indirect (operational or mobile) emissions of either ROG that exceed 137 lbs/day;
 - ii. Generate direct (area source or stationary) plus indirect (operational or mobile) emissions of either NO_x that exceed 137 lbs/day
 - iii. Generate on-site emissions of PM₁₀ exceeding 82 lbs/day;
 - iv. Generate direct emissions of CO exceeding 550 lbs/day; or
 - v. Generate direct emissions of SO_x exceeding 150 lbs/day.
 - vi. Cause or substantially contribute to a violation of a CO standard.
3. Expose sensitive receptors to substantial pollutant concentrations; or
 4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Short-Term Emissions Methodology

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Construction-related emissions are speculative at the MTP/SCS level because such emissions are dependent on the characteristics of individual development projects. However, because construction of the 2045 MTP/SCS would generate temporary criteria pollutant emissions, primarily due to the operation of construction equipment and truck trips, a qualitative analysis is provided.

Long-Term Emissions Methodology

The methodology for determining the significance of air quality impacts compares the year 2020 baseline conditions to the future MTP/SCS conditions in the year 2045, as required in *State CEQA Guidelines* Section 15126.2(a). See Section 3, *Environmental Setting*, for further details regarding the baseline year. For informational purposes, the analysis of air quality also includes a comparison between expected future conditions in 2045 with adoption of the MTP/SCS in addition to the expected future conditions in 2045 if no MTP/SCS were adopted (‘no project’ scenario). With respect to long-term impacts, the long-term impacts of the 2045 MTP/SCS to air quality will be considered significant if the plan results in mobile source

³ Projects which require minimal earthmoving on 8.1 or more acres per day or grading and excavation on 2.2 or more acres per day are likely to exceed this threshold

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emissions that significantly exceed the MBARD thresholds, as outlined above. In this case, the pollutants of primary concern are ozone precursors (NO_x and ROG) and fine particulate matter (PM₁₀) because these are the primary pollutants associated with vehicle transportation.

Air emissions from on road mobile sources were calculated using emission factors from CARB's Emission FACTors 2017 (EMFAC2017) model, which is the most recent U.S. EPA-approved model, and regional vehicle miles traveled (VMT) from AMBAG's Regional Travel Demand Model (RTDM). EMFAC emission factors are established by CARB and accommodate mobility assumptions (e.g., vehicle fleets, speed, delay times, average trip lengths, time of day and total travel time) provided by AMBAG's RTDM, which include socioeconomic growth projections based on AMBAG's 2022 Regional Growth Forecast (2022 RGF). Refer to "Modeling Methodology" in Appendix F of the 2045 MTP/SCS for additional methodology details.

Health Impacts

Short-term and long-term exposure to criteria pollutants and TACs may result in adverse health effects, based on the information presented in Table 4.3-1. As discussed in Table 4.3-1, these effects may include aggravated asthma, increases in respiratory symptoms like coughing and difficult or painful breathing, chronic bronchitis, decreased lung function, increased cancer risk, heart attack and premature death. The ambient air quality standards are health-based standards. Therefore, because MBARD thresholds and ambient air quality standards have been set at levels that protect public health, in this impact analysis, when the proposed MTP/SCS would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, it would also contribute to these adverse health effects. It should also be noted that adverse health effects induced by regional criteria pollutant emissions generated by the project (such as ozone precursors) depend on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals), so it is not possible to meaningfully quantify the localized health effects of such regional pollutants.

b. Project Impacts and Mitigation Measures

The following section describes air quality impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Table 4.3-14 summarizes some of the specific 2045 MTP/SCS transportation projects that could result in the types of air quality impacts discussed below. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Conflict with or obstruct implementation of the applicable air quality plan

Impact AQ-1 THE 2045 MTP/SCS WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE AQMP. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Conflicts with or obstruction of the applicable air quality plan are typically determined by consistency with the population forecast or emissions forecast. The most recent air quality plan is MBARD's 2012-2015 AQMP, which includes emissions forecasts based on the socioeconomic assumptions for population, housing, and employment in AMBAG's 2014 Regional Growth Forecast (RGF). In the 2014 RGF, it was projected that the population would increase by 152,292 people and 64,400 jobs would be added from the years 2010 to 2035 (AMBAG 2014).

The 2045 MTP/SCS is based on the 2022 RGF, which includes analysis of the current economy and updated population forecasts to provide a more accurate assessment of future growth. The 2022 RGF forecasts that the population will grow by approximately 107,500 people and the region will add approximately 65,500 jobs between 2015 and 2045.

For a direct comparison to the 2014 RGF, the 2022 RGF estimates that between the years 2010 to 2035 the population would increase by 109,481 people and 117,445 jobs would be added. The 2022 RGF population forecast is lower than the 2014 RGF forecasts for the same timeline, but the job increase is higher due to rapid employment growth between the years 2015 to 2020. The 2022 RGF forecasts slightly lower population growth due to the slowing growth rates attributed to declining fertility, stalled improvements in life expectancy, and falling international migration. In the 2022 RGF, the 2020 population estimate was lower by 16,000 persons compared to prior forecast predictions. In addition, it is predicted that there will be a higher older age distribution with a larger portion of the population expected to be 65 years of age and older. Therefore, the population forecast from the 2022 RGF would be consistent with the AQMP because the 2022 RGF forecasts a lower population increase than the 2014 RGF. However, the policies and land use patterns facilitated by the 2045 MTP/SCS are projected to reduce emissions of ozone precursors below 2020 baseline levels, as discussed in Impact AQ-2 (see Table 4.3-10).

This decrease in emissions is due to the improved vehicle efficiency standards along with the proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS, which selectively increases residential and commercial land use capacity near high quality transit corridors. The 2045 MTP/SCS anticipates that 30 percent of the regional population would be located within half a mile of a high quality transit station, compared to 15 percent in the baseline conditions. To accommodate future growth in the region while reducing emissions, the strategy of the 2045 MTP/SCS is to increase density along transit corridors to encourage active and public transportation. Shifting a greater share of future growth to these transit corridors would improve circulation and multimodal connections (refer to Section 4.15, *Transportation*).

The 2045 MTP/SCS would not conflict with the population forecast in the AQMP and would reduce emissions of ozone precursors below 2020 baseline levels. Therefore, implementation of the 2045 MTP/SCS would not conflict with or obstruct implementation of the AQMP, and this impact would be less than significant.

Mitigation Measures

None required.

Threshold 2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment or attainment under an applicable federal or state ambient air quality standard

Impact AQ-2 CONSTRUCTION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE IN PM₁₀ OR OZONE PRECURSOR EMISSIONS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

There are three primary sources of short-term emissions that would be generated by construction of future transportation projects under the 2045 MTP/SCS as well as the land use projects envisioned by the 2045 MTP/SCS:

1. Operation of the construction vehicles (i.e., scrapers, loaders, dump trucks);
2. The creation of fugitive dust during clearing and grading; and
3. The use of asphalt or other oil-based substances during the final construction phases, which also generate nuisance odors.

The significance of daily emissions, particularly ROG and NO_x emissions, generated by construction equipment utilized to build 2045 MTP/SCS transportation improvements and future development facilitated by the SCS land use scenario would depend on the type and quantity of equipment used and the hours of operation. The amount of ROG emissions generated by oil-based substances such as asphalt is dependent upon the type and amount of asphalt utilized. The significance of fugitive dust (PM_{2.5} and PM₁₀) emissions would depend upon the following factors: (1) the aerial extent of disturbed soils; (2) the length of disturbance time; (3) whether existing structures are demolished; (4) whether excavation is involved (including the potential removal of underground storage tanks); and (5) whether transport of excavated materials offsite is necessary.

Intersection improvements such as signalization, re-striping, or signal coordination are not expected to generate significant short-term emissions impacts. However, other 2045 MTP/SCS projects as well as future development facilitated by the SCS land use scenario may involve grading and paving, or the construction of permanent facilities. For example, substantial grading and paving would be required for the widening and interchange relocation anticipated for the U.S. 101/Walnut Avenue Interchange in Monterey County. The precise quantity of emissions would need to be determined at the time of proposed construction of a given transportation improvement or development project. These emissions would be compared to MBARD's construction thresholds, as listed in Section 4.3.3(a), *Methodology and Significance Thresholds*.

However, construction equipment would be subject to the stringent rules and regulations adopted by the U.S. EPA and CARB to reduce criteria pollutant and hazardous emissions limits from on-road vehicles and off-road equipment. For example, CARB has the In-Use Off-Road Diesel-Fueled Fleets Regulation to reduce particulate matter and NO_x from off-road heavy-duty diesel vehicles from various industries including air travel, manufacturing, and landscaping. In addition, the U.S. EPA and CARB both have ignition diesel engine standards for non-road portable equipment, such as diesel generators and air compressors, that require the non-road equipment engines to be rated a cleaner tier by specific years, which will result in reduced emissions (CARB 2021c, U.S. EPA 2016). Even though these regulations exist, it cannot be assumed that projects under the 2045 MTP/SCS would be constructed using the latest and lowest emitting construction equipment for a majority of their construction fleet. Therefore, short-term impacts would be significant because construction emissions could result in cumulatively considerable net increases in PM₁₀ and/or ozone precursor emissions. Implementation of Mitigation Measures AQ-2(a) through AQ-2(c) for individual projects would reduce PM₁₀ and ozone precursor emissions; however, this impact would remain significant and unavoidable.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-2(a) Application of MBARD Feasible Mitigation Measures

For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following measures. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2045 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used.

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 miles per hour).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

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- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites.
- Sweep streets if visible soil material is carried out from the construction site.
- Limit the area under construction at any one time.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented during construction where appropriate.

AQ-2(b) Diesel Equipment Emissions Standards

The implementing agency shall ensure, to the extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) if available for the equipment. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

AQ-2(c) *Electric Construction Equipment*

The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Implementation of Measures AQ-2(a) through AQ-2(c) would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impacts may be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible at the programmatic level.

Threshold 2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard
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Impact AQ-3 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF PM₁₀. LONG-TERM OPERATIONAL IMPACTS RELATED TO PM₁₀ EMISSIONS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Operation – Transportation Systems

Projected on-road vehicle emissions of ozone precursors and particulate matter on the AMBAG transportation network and land use emissions in the AMBAG region for the year 2045 were compared to 2020 baseline conditions. The on-road vehicle source emissions for the 2045 MTP/SCS were estimated using the EMFAC2017 emission inventory model developed by CARB. In addition to ozone precursors and particulate matter, MBARD also regulates emissions of two attainment pollutants, CO and SO_x. The primary source of CO is the use of gasoline-powered engines with automobiles being the primary contributor. The primary source of SO_x is fuel combustion by vehicles, while chemical plants, sulfur recovery plants and metal processing are minor contributors (U.S. EPA 2021a). MBARD has not developed regional emissions inventories or projections for CO and SO_x. However, because

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both pollutants are primarily associated with fuel combustion and transportation, this analysis evaluates the change in CO and SO_x emissions associated with on-road motor vehicles, based on data and projections developed by AMBAG using EMFAC2017. Table 4.3-10 compares the baseline conditions for these pollutants in 2020 and 2045 conditions with implementation of the 2045 MTP/SCS. The conditions in 2045 without implementation of the 2045 MTP/SCS are also shown for informational purposes.⁴

Table 4.3-10 Regional Emissions Analysis

Scenario	VMT	ROG Emissions (tons/day)	NO _x Emissions (tons/day)	PM ₁₀ Emissions (tons/day) ¹	CO Emissions (tons/day)	SO _x Emissions (tons/day)
2020 AMBAG Baseline	17,331,954	4.27	8.89	1.10	34.53	0.07
2045 No Project	20,041,051	1.73	3.69	1.15	17.62	0.05
2045 MTP/SCS	20,032,142	1.72	3.71	1.15	17.51	0.05
Change % (Baseline vs. 2045 MTP/SCS)²	16%	-60%	-58%	5%	-49%	-27%

VMT = vehicle miles traveled; ROG = reactive organic gases; NO_x = nitrous oxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; CO = carbon monoxide; SO_x = sulfur oxide

¹ PM₁₀ includes tire wear and brake wear emissions.

² A negative percentage represents a decrease

Source: On-road motor vehicle emissions were calculated by AMBAG using EMFAC. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

For mobile source emissions, projected 2045 emissions for ROG and NO_x with implementation of the 2045 MTP/SCS would be below the 2020 AMBAG baseline. Although total regional VMT would increase over the planning horizon from 2020 to 2045 regardless of MTP/SCS implementation, this result for ROG and NO_x emissions is consistent with the statewide downward trend for these pollutants as a result of CARB rules designed to reduce emissions from cars and trucks. ROG emissions are primarily generated by gasoline vehicles and are decreasing over time due to improvements in vehicle emission rates (CARB 2013). NO_x emissions are primarily generated by trucks and are decreasing substantially over time due to CARB rules designed to reduce NO_x emissions from diesel trucks and buses. The projected 2045 emissions for CO and SO_x with implementation of the 2045 MTP/SCS would also be below the 2020 baseline due to the same reasoning.

However, total PM₁₀ emissions from on-road mobile sources would increase by approximately 0.06 tons per day (approximately five percent) compared to the 2020 AMBAG baseline. The increase can be attributed to an increase in tire and brake wear emissions (i.e., fugitive emissions). There are no state-wide regulations to reduce PM₁₀ emissions from tire

⁴ VMT is lower for 2045 MTP/SCS scenario but there is an increase in Heavy-Heavy Duty Diesel Trucks VMT compared to the 2045 No Project scenario. This slight VMT increases contribute to the increased NO_x under the 2045 MTP/SCS.

and brake wear, but CARB is conducting research to better characterize and reduce these emissions (CARB 2021d). Unlike the fugitive PM₁₀ emissions, the PM₁₀ emissions from running exhaust would decrease due to the decrease in average daily VMT. Given this increase in total PM₁₀ emissions, long-term operational impacts would be significant because they would result in a cumulatively considerable net increase in a criteria pollutant for which the project region is non-attainment.

The 2045 MTP/SCS already includes policies, alternative transportation projects and transportation demand management projects that would encourage the use of transportation modes other than passenger vehicles. However, the expected growth in the AMBAG region would still result in higher regional PM₁₀ emissions compared to baseline conditions. Some of the relevant strategies from the 2045 MTP/SCS that support alternative transportation include:

- Work with the Planning Directors Forum to further define and evaluate Opportunity Areas as areas for transit oriented development, as well as educate jurisdictions on the definition of transit priority project (TPP) areas per SB 375 to take advantage of CEQA streamlining benefits.
- Prioritize corridor investment projects along high-quality transit corridors that serve multiple modes of travel in the development of the Metropolitan Transportation Plan and Regional Transportation Plans. Supportive investments include enhancements for high quality transit, technology development, bicycle and pedestrian improvements and safer intersections.
- Prioritize projects for funding that are consistent with the Sustainable Communities Strategy goals and/or that have complete streets elements per the adopted Sustainable Communities Strategy and Regional Complete Streets Guidelines in order to encourage use of active transportation options for short trips and improve quality of life
- Investment in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools, employment centers, neighborhood shopping, and transit stops and stations, supporting efforts throughout the region to improve connectivity and realize public health benefits from these investments
- Take steps to improve safety and security at crosswalks, transit stops and along main access routes to transit, including rural areas, with higher priority for low income, minority and high crime areas.
- Collaborate with jurisdictions and employers to provide local community shuttles or circulators that serve transit oriented development, high quality transit stops and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.
- Continue the region's commitment to transportation demand management programs as a strategy for safety education and promotion of alternative travel modes for all types of trips. Market transportation demand management strategies towards tourists so that once people arrive to the Monterey Bay area they have resources to get out of their cars.

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- Continue to plan for and provide infrastructure for electric vehicles using the region's PEV Readiness Plan, while also planning for and considering evolving transport methods from driverless cars to informal ridesharing networks.

Also note that the 2045 MTP/SCS air contaminant emissions shown in Table 4.3-7 are modeled emissions based on VMT. The results do not account for reduction strategies, such as a transportation demand management plan, telecommuting, and transit service enhancements, since these strategies are off-model reductions that cannot be included in EMFAC. The mobile air contaminant emissions from the 2045 MTP/SCS are expected to decrease with the inclusion of these reduction strategies, such that the analysis herein represents a reasonable worst-reasonable scenario for air contaminant emissions. Refer to "Modeling Methodology" in Appendix F of the 2045 MTP/SCS for an explanation about the model sensitivity and recommended off-model adjustments.

Operation – Land Uses

As described in Impact AQ-1, the 2022 RGF forecasts that the population within the AMBAG region will grow by approximately 107,500 people and 65,000 jobs would be added from the years 2015 to 2045. It is expected that the increased growth would result in an increase in ROG and PM₁₀ emissions over the planning horizon based on the ROG, NO_x, and PM₁₀ emission inventory and forecasts patterns (see Table 4.3-6 and Table 4.3-7). A further review of the sources contributing to the MBARD 2000 through 2035 emission inventories (e.g., stationary, mobile, and area-wide sources) show that increasing area-wide emissions continue to increase while emissions from stationary and mobile sources are declining for total ROG emissions. For the PM₁₀ emission inventories, area-wide and mobile sources are responsible for the total increase over time. It can reasonably be expected that these emission inventories pattern would continue in the forecasts post-2035 due to the anticipated increase in land use developments (e.g., residences and commercial uses). While the 2045 MTP/SCS would include additional land use development, the total ROG and PM₁₀ emissions from the land uses proposed would vary for each individual project and would need to be analyzed on a project by project basis, and they may not exceed the applicable MBARD project level significance thresholds. Therefore, this impact would be significant.

While the above strategies from the 2045 MTP/SCS would reduce VMT and some of the criteria pollutants (ROG, NO_x, CO and SO_x), there would still be a net increase in PM₁₀ emissions from mobile sources. In addition, the proposed land use projects would most likely increase ROG and PM₁₀ based on growth forecasts. This would increase the likelihood that the NCCAB continues to exceed the PM₁₀ CAAQS since NCCAB is currently in non-attainment of the State PM₁₀ standard. Therefore, since the PM₁₀ emissions generated by the 2045 MTP/SCS would contribute to existing non-attainment conditions in the NCAAB, impacts would be significant.

Mitigation Measures

AMBAG, in partnership with MBARD and implementing agencies, shall implement Mitigation Measure AQ-3(a) to reduce PM₁₀ emissions. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement Mitigation Measure AQ-3(b) to reduce PM₁₀ emissions, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-3(a) PM₁₀ Emissions Reduction

To help reduce regional PM₁₀ emissions, AMBAG and the RTPAs, in partnership with MBARD and implementing agencies, shall:

- a. Support the use of existing air quality and transportation funds and seek additional funds to continue the implementation of the CARB Carl Moyer Program, which is intended to retrofit and replace trucks and locomotives to reduce particulate matter.
- b. Incentivize the reduction of mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust through funding.
- c. Hold forums and workshops to encourage land use projects to incorporate transportation demand management (TDM) strategies as part of the project design to reduce the number of vehicular trips across the transportation network. Potential strategies could include ridesharing, carpooling, subsidized public transit, flexible work hours, and parking management measures.

IMPLEMENTING AGENCIES AND TIMING

AMBAG and the RTPAs in partnership with MBARD, are responsible for implementing this measure. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.

AQ-3(b) Long-term Regional Operational Emissions

Implementing agencies including transportation project sponsors, counties, and cities shall, or can and should, implement long-term operational emissions reduction measures. Such reduction measures include the following:

- Require that all interior and exterior architectural coatings for all developments utilize coatings following MBARD Rule 426, *Architectural Coatings*.
- Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- Install energy-efficient appliances, interior lighting, and building mechanical systems. Encourage installation of solar panels for new residential and commercial development.
- Locate sensitive receptors more than 500 feet of a freeway, 500 feet of urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- Locate sensitive receptors more than 1,000 feet of a major diesel rail service or railyards. Where adequate buffer cannot be implemented, implement the following:

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- Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to ~~indoor~~ reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
- Use air filtration devices rated MERV-13 or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting.
- Use daylight as an integral part of lighting systems in buildings.
- Use passive solar designs to take advantage of solar heating and natural cooling.
- Install light colored “cool” roofs, cool pavements.
- Install solar and tankless hot water heaters.
- Exclude wood-burning fireplaces and stoves.
- Incorporate design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes, bicycle-friendly intersections, and bicycle parking and storage facilities.
- Incorporate design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides).

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.

Significance After Mitigation

If implementing agencies adopt and require the mitigation described above, transportation related PM₁₀ emission impacts would be reduced because said measures encourage the use of cleaner vehicles and reduce vehicle trips. However, since the implementation is not project or site specific, reductions cannot be estimated and cannot be guaranteed on a project by project basis. Additionally, it is unlikely that an increase in daily PM₁₀ emissions above baseline conditions could be fully avoided in 2045, due to factors unrelated to discretionary approvals, such as population growth in the region. Therefore, this impact would remain significant and unavoidable. No additional feasible mitigation measures are available that would reduce daily emissions below the 2020 AMBAG baseline.

Threshold 3: Expose sensitive receptors to substantial pollutant concentrations
--

Impact AQ-4 **IMPLEMENTATION OF THE 2045 MTP/SCS WOULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

Fugitive Dust

Re-entrained dust refers to roadway dust that is “kicked up” by moving vehicles on paved and unpaved roadways. This type of dust would be generated by roadway activity. In addition, dust from construction activity would add to regional dust levels. The synergistic effects of road dust (typically measured as PM₁₀) with ozone and the hazardous constituents of re-entrained road dust itself (carcinogens, irritants, pathogens) may affect human health by contributing to respiratory illnesses such as asthma and allergies. Although motor vehicle emission control advances have allowed vehicle tailpipe emissions of some pollutants to decrease over the last 20 years, the number of vehicles in use and the amount of vehicle activity has continued to increase. This would suggest that re-entrained road dust has increased as well, as the amount of re-entrained dust is related to the number of vehicles on a road.

Table 4.3-11 compares fugitive particulate emissions, which includes only brake and tire wear, for the baseline conditions in 2020 and 2045 with implementation of the 2045 MTP/SCS. The conditions in 2045 without implementation of the 2045 MTP/SCS are also shown for informational purposes. As shown in Table 4.3-11, fugitive particulate emissions would be higher with implementation of the 2045 MTP/SCS compared to 2020 baseline conditions.

Table 4.3-11 Mobile Source Fugitive Particulate (PM₁₀ + PM_{2.5}) Emissions

Scenario	VMT	PM ₁₀ Emissions (tons/day)	PM _{2.5} Emissions (tons/day)	Total PM (PM ₁₀ + PM _{2.5}) Emissions (tons/day)
2020 AMBAG Baseline	17,331,954	0.97	0.39	1.36
2045 No Project	20,041,051	1.11	0.44	1.55
2045 MTP/SCS	20,032,142	1.11	0.44	1.55
Change % (Baseline vs. 2045 MTP/SCS)	16%	14%	14%	14%

VMT = vehicle miles traveled; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Source: Regional Mobile source emissions were calculated by AMBAG using EMFAC. The PM emissions only account for tire and brake wear emissions. Total PM includes both PM₁₀ and PM_{2.5}. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

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The MBARD fugitive dust control measures described in Table 4.3-11 would reduce re-entrained dust from unpaved roads within the region. In 2003, the California Legislature enacted SB 656 to reduce public exposure of airborne particulate matter. SB 656 is described above in Section 4.3.2.

D-1 encourages the use of dust suppressants, including watering or gravel, applying non-toxic surfactants on unpaved roads and related equipment staging areas, recommending speed limits, limiting access to infrequently used unpaved roads or parking areas and in situations involving high volumes of traffic (>100 vehicles per day), considering paving on a case-by-case basis. D-2 is an extension or enhancement of D-1 and evaluates the impact of vehicle speed on unpaved roads in creating fugitive dust, visibility impairment, nuisance, and dust deposition in areas along the roadway corridor. However, these fugitive dust control measures are not standard conditions of approval or required control measures for new developments. Therefore, implementation of Mitigation Measure AQ-3(b) *Long-term Regional Operational Emissions* in Impact AQ-3 would be required to reduce re-entrained road dust exposure to sensitive receptors.

Mitigation Measures

AQ-3(b) Long-term Regional Operational Emissions

See Impact AQ-3 for mitigation measure

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented during construction where appropriate.

Significance After Mitigation

Implementation of Measures AQ-3(b) would reduce fugitive dust emissions from individual projects and thus reduce the severity of impacts by requiring best practices for dust and emissions via watering, vegetative covers, reducing travel speed, and covering exposed areas. To the extent that an implementing agency requires an individual project to implement all feasible mitigation measures described above, individual project impact would be reduced to a less than significant level. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible at the programmatic level.

Threshold 3: Expose sensitive receptors to substantial pollutant concentrations

Impact AQ-5 FUTURE GROWTH AND DEVELOPMENT FACILITATED BY THE 2045 MTP/SCS LAND USE SCENARIO WOULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL HAZARDOUS AIR POLLUTANT CONCENTRATIONS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in Section 4.3.1, *Setting*, TACs are air pollutants that pose a potential hazard to human health by causing or contributing to an increase in mortality or serious illness. Common sources of TAC include high traffic freeways and roads, gas dispensing facilities, industrial facilities, and diesel engines. DPM is classified as the primary airborne carcinogen in the State. To protect people from TACs and reduce exposure, CARB recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day (CARB 2005).

According to the MBARD CEQA Air Quality Guidelines (2008), a sensitive receptor is defined as any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

Although no high capacity urban or rural roadways exist in the AMBAG region, there are six major highway routes (Highways 1, 9, 17, 25, 68 and 101). Within the AMBAG region, the sensitive receptors residing close to freeways or busy roadways may experience adverse health effects beyond those typically found in urban areas.

The MBARD significance threshold for long-term public health risk is set at 10 excess cancer cases in a million for cancer risk. For non-cancer risk (i.e., chronic or acute risk), the significance level is set at a hazard index of greater than 1.0. If a formal project level health risk assessment shows that a significant impact results, mitigation measures to reduce the predicted levels of toxic air pollutants from the facility to a level of insignificance may be imposed by the lead agency.

Toxic Air Containments – Diesel Particulate Matter

Because exposure of toxic air contaminants is primarily based on local parameters (e.g., average daily traffic on local roadway segments and wind direction in relation to source and receptor), health risks adjacent to high volume roadways and transportation facilities would remain higher than regional averages.

To assess the impact of diesel on regional roadways, an analysis of on-road mobile source diesel PM_{2.5} and PM₁₀ emissions (primary) and diesel NO_x, SO_x, and CO (as surrogates for secondary PM₁₀⁵) are shown in Table 4.3-12. The emissions are the total exhaust emissions, which include the running, idling, and start exhaust. The baseline conditions in 2020 and 2045

⁵ Secondary PM₁₀ is formed in the atmosphere through chemical reactions of gases and certain organic compounds.

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conditions with implementation of the 2045 MTP/SCS are compared. The conditions in 2045 without implementation of the 2045 MTP/SCS are also shown for informational purpose.⁶

Table 4.3-12 On-Road Mobile Source Diesel Toxics Comparison

Scenario	Diesel PM _{2.5} (tons/day)	Diesel PM ₁₀ (tons/day) ¹	Diesel NO _x (tons/day)	Diesel SO _x (tons/day)	Diesel CO (tons/day)
2020 AMBAG Baseline	0.08	0.09	5.56	0.01	1.98
2045 No Project	0.03	0.03	2.68	0.01	1.96
2045 MTP/SCS	0.03	0.03	2.71	0.01	1.97
Change in % (Baseline vs. 2045 MTP/SCS)	-68%	-68%	-51%	-15%	-0.5%

Source: On-road mobile source diesel toxics emissions were calculated by AMBAG using EMFAC. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

Projected emissions for 2045 with implementation of the 2045 MTP/SCS would result in lower diesel PM_{2.5}, PM₁₀, NO_x and SO_x, emissions, and slightly lower diesel CO emissions when compared to the 2020 baseline. Because on-road mobile emissions with implementation of the 2045 MTP/SCS would decrease or remain the same for all pollutants compared to baseline 2020 conditions, impacts related to diesel particulate matter exposure and associated health risks and nuisance odors at the regional level would be less than significant.

While overall toxic air contaminant concentrations health risks within any given distance of mobile sources in the region would generally decrease with implementation of the MTP/SCS (refer to Table 4.3-12), exposure is primarily based on local parameters such as average daily traffic (ADT) on local roadway segment, or wind direction in relation to source and receptor. As such, the health risks adjacent to high volume roadways and transportation facilities (e.g., Highway 1 and 101) would remain higher than regional averages. See Section 4.15, *Transportation*, for a description of high-volume roadways and transportation facilities, such as railways, in the AMBAG region.

As discussed above, proximity to freeways increases cancer risk and exposure to particulate matter. Similarly, proximity to heavily traveled transit corridors and intersections would expose residents to higher levels of diesel particulate matter and carbon monoxide. As shown in Table 4.3-13, although the 2045 MTP/SCS would reduce daily truck hours of delay in the region as a whole in 2045 when compared to conditions without the 2045 MTP/SCS, the 2045 MTP/SCS would nevertheless increase daily truck hours of delay compared to the 2020 baseline. The increased hours of truck delay would result in lengthier exposure of DPM where delay occurs near residences. The increase in vehicle delay, especially along corridors near sensitive residential receptors, would increase idling emissions and associated health risks

⁶ VMT is lower for 2045 MTP/SCS scenario but there is an increase in Heavy-Heavy Duty Diesel Trucks VMT compared to the 2045 No Project scenario. This slight VMT increases contribute to the increased diesel NO_x and CO in the 2045 MTP/SCS scenario.

for nearby receptors. This increase in delay would largely be a result of population and employment growth that is anticipated throughout the region by 2045, as discussed in Section 4.13, *Population and Housing*, and which would also result in additional vehicle travel within the region that would increase delay.

Table 4.3-13 Daily Hours of Truck Delay in AMBAG Region

	Baseline Conditions (2020)	2045 No Project	2045 MTP/SCS	Change in % (Baseline vs. 2045 MTP/SCS)
Daily Hours of Truck Delay	6,404	9,611	8,218	28%

Source: RTDM (AMBAG 2018)

As discussed in Section 2, *Project Description*, as a result of the 2045 MTP/SCS policies and land use scenario, the anticipated growth pattern would concentrate population adjacent to transit and other transportation facilities that would result in more people being exposed to elevated health risks as compared to areas of the region more distant from such facilities.

It is important to note that the location and pattern of the proposed 2045 MTP/SCS growth would influence travel behavior. A compact growth pattern served by an efficient and diverse transportation system facilitates a reduction in automotive travel and increases walking, bicycling and transit use—all of which reduce individual vehicle trips and associated vehicle delay. Reduced vehicle delay and vehicle trips are directly linked to reduced regional criteria air pollutant emissions and toxic air emissions from mobile sources. A variety of other factors contribute to the declines in TAC emissions compared to existing conditions, including vehicle technology, cleaner fuels and fleet turnover. However, in order to achieve the greatest VMT reductions from a compact growth pattern, development also must necessarily be in relatively close proximity to public transit and major roadway corridors such as Highway 1 or U.S. 101. Although the precise location and density of such development is not known at this time, the proposed 2045 MTP/SCS would result in new sensitive receptors close to existing and new hazardous air pollutant sources, potentially resulting in the exposure of sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors. The siting of new sensitive receptors would be subject to an individual jurisdiction's land use approval processes and would be analyzed on an individual project basis and subject to mitigation measures identified below.

Therefore, the 2045 MTP/SCS would expose existing and new sensitive receptors to substantial pollutant concentrations from diesel particulates and other TACs, and impacts would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement

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these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

AQ-5 Health Risk Reduction Measures

Transportation implementing agencies shall, or can and should, implement the following measures:

- Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby sensitive receptors to TAC concentrations.
- If impacts result in increased risks to sensitive receptors above the MBARD significance thresholds, then design features or control measures must be included that will reduce the health risks at the location of the off-site sensitive receptors to a level below the MBARD significance threshold. For example, plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source would be recommended. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed.
- AMBAG will partner with MBARD and other implementing agencies to explore a program to retrofit existing residential buildings and other sensitive land uses near freeways or roadways where health risk impacts would exceed MBARD significance thresholds with air filtration devices rated minimum efficiency report value (MERV) 13.
- Implement air pollution reduction strategies as described in Table 1 from the CARB *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* technical advisory (2017) when reasonable and feasible for transportation system projects associated with the 2045 MTP/SCS.

In addition, consistent with the general guidance contained in CARB's *Air Quality and Land Use Handbook* (April 2005) and *Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways* (April 2017), ~~Appropriate, appropriate~~ measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual land use sites and project circumstances. These measures may include:

- Avoid siting new sensitive land uses within 500 feet of a freeway or railway.
- Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.
- Do not locate sensitive receptors near the entry and exit points of a distribution center.
- Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents

primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long-life span between the pollution source and the project.

- Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets or exceeds the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters should be used. Ongoing maintenance should occur.
- Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least four air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.
- Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.

Significance After Mitigation

Although implementation of the above mitigation would reduce health risks, individual sensitive receptors may still be exposed to substantial hazardous air pollutant concentrations that would have significant health risk effects. Therefore, this impact remains significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Impact AQ-6 **IMPLEMENTATION OF THE 2045 MTP/SCS WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY IMPACTING A SUBSTANTIAL NUMBER OF PEOPLE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Impacts from odor emissions can vary from being a mild annoyance to a person or could trigger an asthma episode for people with sensitive airways (MBARD 2008). The degree to which an odor is offensive is based on an individual's sensitivity and tolerance for said odor. Some people may find an odor acceptable (e.g., odors from a coffee roaster), while others may find it off-putting. Since odors are subjective, the sensory and physical response experienced by an individual varies based on their perception of the quality and intensity of the odor. Quality refers to the nature of the smell (e.g., flowery or sour) and intensity refers to the strength of the odor. Furthermore, the distance between the odor source and receptor, the wind direction, and sensitivity of the receptor can influence how the impact is perceived. Common sources of odors include landfills, agricultural uses, wastewater treatment plants, refineries, and vehicle exhaust.

Construction

Buildout constructed under the 2045 MTP/SCS would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment. Accordingly, construction activities would not result in the frequent exposure of receptors to objectionable odorous emissions.

Operation

Development associated with the 2045 MTP/SCS is related to transportation improvements (e.g., roadway widening, interchange improvements, installation of bicycle lanes), new residences, and job growth. These types of project are not typical operational sources of odors. However, all 2045 MTP/SCS projects would be subject to MBARD Rule 402, *Nuisance*, which prohibits the discharge of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons. Furthermore, the projects would be required to adhere to local policies, zoning designations, and municipal codes that would limit odors. As discussed in Section 4.3.2, *Regulatory Setting*, counties and cities within the NCAAB have air quality-related policies in their General Plans that promote multi-modal transportation, electric-vehicles, and transit oriented development. These types of policies aim to reduce travel with fossil-fueled vehicles, and indirectly reduce odors from vehicle exhaust. However, if offensive odors are present and become a nuisance, then complaints can be filed by email or phone call with the MBARD, who will then investigate the source.

Since objectionable odors associated with the construction and operation of the projects from the 2045 MTP/SCS would either be temporary and regulated by local governing bodies (i.e., MBARD, counties, and cities), implementation of the 2045 MTP/SCS would not result in odors or emissions adversely affecting a substantial number of people. Impacts would be less than significant.

Mitigation Measures

None required.

c. Specific MTP Projects That May Result in Impacts

Table 4.3-14 identifies examples of transportation projects with the potential to cause or contribute to direct or indirect air quality impacts as discussed above. These projects are representative and were selected based on their potential scope and likelihood of disturbing agricultural lands. All projects that include a construction component would contribute to Impact AQ-2. Projects that include roadway, rail, and transit features and/or expansions would contribute to Impacts AQ-3 through AQ-5. Moreover, any project that would expose sensitive receptors to hazardous air pollutants would contribute to Impact AQ-4 and AQ-5. Additional specific analysis will be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects.

Table 4.3-14 2045 MTP/SCS Projects that May Result in Air Quality Impacts

AMBAG Project No.	Project	Impact
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	AQ-2, AQ-3, AQ-4, AQ-5
MON-CT023-CT	State Route 156 and US 101 Interchange	AQ-2, AQ-3, AQ-4, AQ-5
MON-KCY006-CK	US 101 - 1st Street Interchange (Lonoak Street Interchange)	AQ-2, AQ-3, AQ-4, AQ-5
SB-CT-A55	U.S. 101: Las Armitas: Monterey/San Benito County Line to State Route 156	AQ-2, AQ-3, AQ-4, AQ-5
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	AQ-2, AQ-3, AQ-4, AQ-5
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	AQ-2, AQ-3, AQ-4, AQ-5

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4.4 Biological Resources

This section evaluates biological resources impacts of development facilitated by the proposed 2045 MTP/SCS.

4.4.1 Setting

a. Terrestrial Vegetation Communities

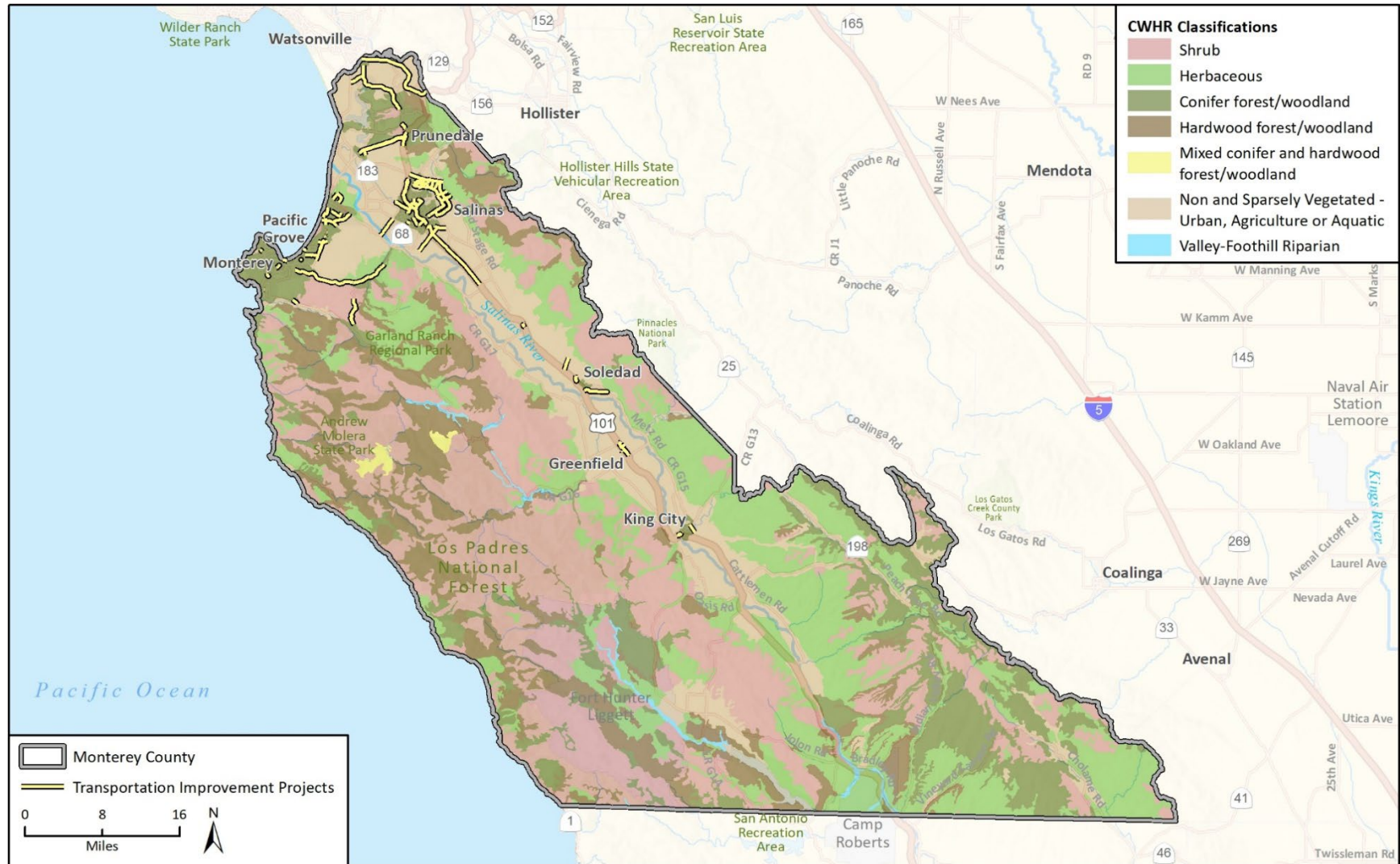
Monterey, San Benito, and Santa Cruz counties contain a wide diversity of tree (hardwood and coniferous forests, oak woodlands, riparian woodlands), shrub (chaparrals, coastal scrubs) and herbaceous (grasslands, certain wetlands) habitat types. Some habitat types, such as coast live oak woodland, tend to have similar species composition and structure in most areas; however, other habitats, such as other forest types, grasslands and coastal scrubs, will exhibit differences in species composition and structure depending upon proximity to the coast, soil type, elevation and aspect. Thirty-seven habitats are mapped using the California Department of Fish and Wildlife (CDFW) California Wildlife Habitat Relationships (CWHR) habitat classification system within Monterey, San Benito, and Santa Cruz counties (CDFW 2014). Of those, 16 habitat types occur within three miles of construction projects outlined in the 2045 MTP/SCS (Figure 4.4-1, and Figure 4.4-3). A description of each of the habitats adapted from A Guide to Wildlife Habitats of California (Mayer and Laudenslayer 1988) within three miles of projects outlined in the 2045 MTP/SCS is presented below. The vegetation classifications from A Manual of California Vegetation, Second Edition (Sawyer et al. 2009) that most closely resemble those classified by the CWHR are also presented in each description. It should be noted that these habitats are generalized, and that site specific variation is likely present. Also note that the CWHR classification system maps habitats from a broad perspective, and in many areas, it is expected that two or more habitats may blend with one another. As such, due to the large scale at which habitats are mapped using the CWHR classification system, vernal pools, wetlands and drainages are discussed separately in Section 4.4.1.b utilizing sources of information that better capture aquatic and wetland habitats that are of smaller scale in the landscape. Habitats which occur within populated areas can also show variation because of a greater exposure to anthropogenic influences, such as the introduction of exotic plant species.

Tree-Dominated Habitats

Monterey, San Benito, and Santa Cruz counties are home to a variety of hardwood, coniferous and mixed woodlands and forests (Figure 4.4-1, and Figure 4.4-3). These tree-dominated habitats can support diverse wildlife populations. Riparian habitats are generally the terrestrial areas adjacent to freshwater bodies forming a vegetated corridor

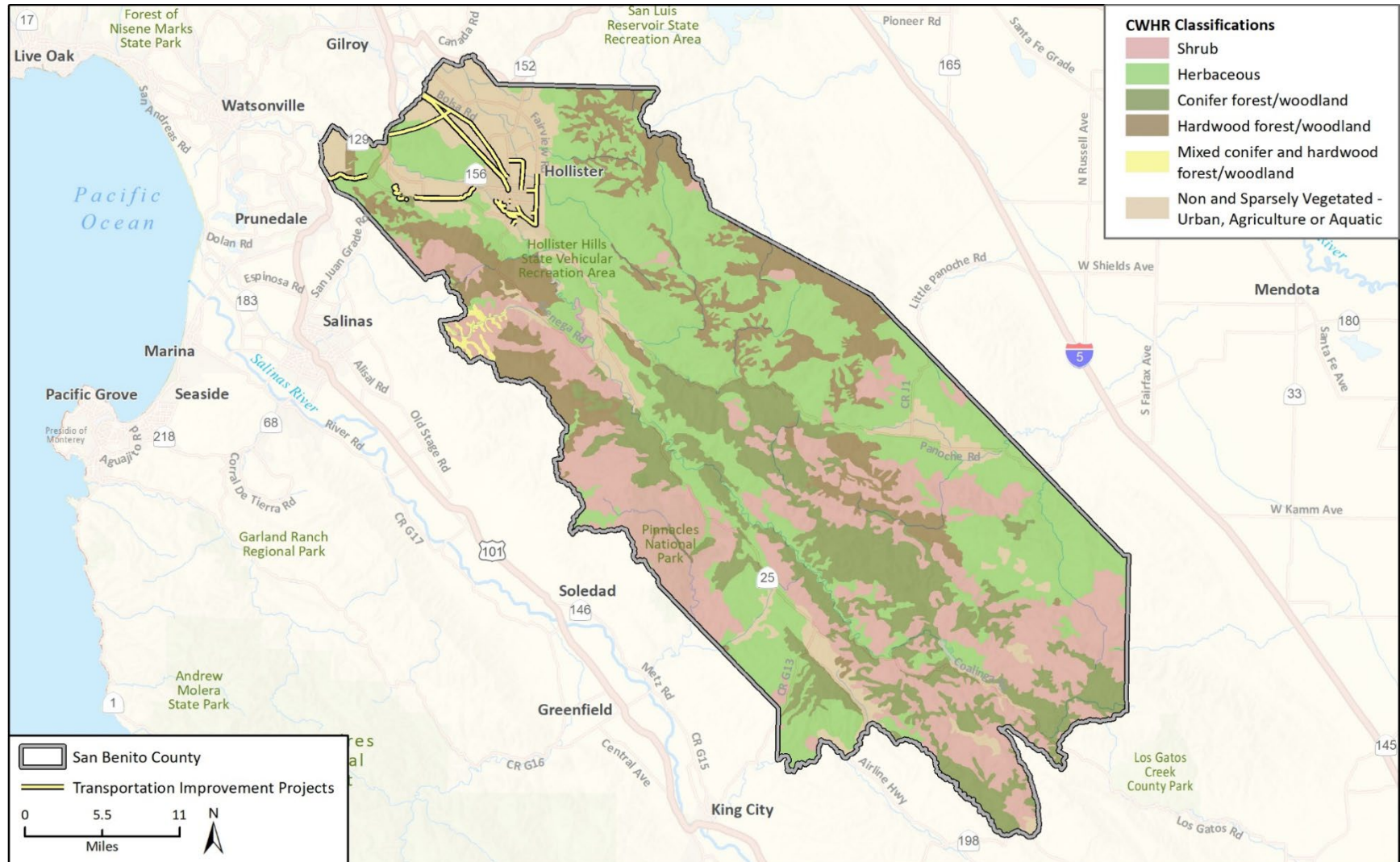
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Figure 4.4-1 Habitat Classifications in Monterey County



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Additional data provided by CDFW, 2021.

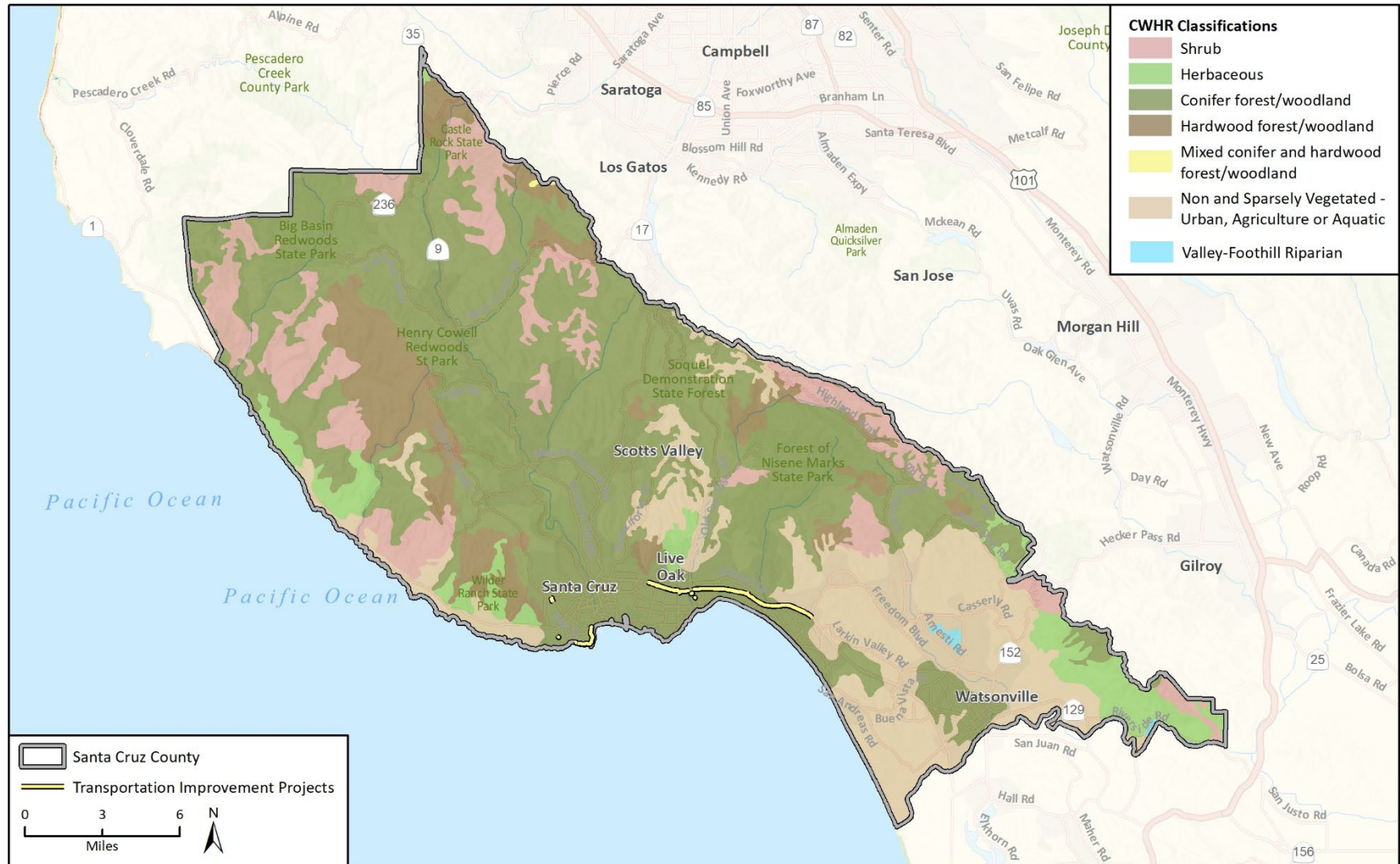
Figure 4.4-2 Habitat Classifications in San Benito County



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Fig4.4-2 Habitat Classifications in San Benito County

Figure 4.4-3 Habitat Classifications in Santa Cruz County



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Additional data provided by CDFW, 2021.

Fig 4.4-3 Habitat Classifications in Santa Cruz County

from stream edge to floodplain edge. Riparian habitats occur in and along the major rivers (e.g., Salinas, Pajaro, and San Benito Rivers), as well as along the many creeks, streams, arroyos, and ravines found in these counties. Riparian areas are rich in wildlife species, providing foraging, migration, roosting and nesting/breeding habitat. The following are descriptions of types of tree-dominated habitats that occur within three miles of construction projects outlined in the 2045 MTP/SCS.

Closed-Cone Pine-Cypress Forest

Closed-cone pine-cypress forests are typically dominated by a single species, either closed-cone pines (*Pinus* spp.) or western cypresses (*Hesperocyparis* spp.). The height and canopy closure of this habitat type is variable depending upon site characteristics including soil type, the age of the stand and the floristic composition. Closed-cone pine-cypress forests are considered fire climax or fire-dependent vegetation types. This habitat type is typically found within rocky and infertile soils along the extreme coast or on very shallow infertile soils contain stunted, wind-pruned individuals. Closed-cone pine-cypress forest types that occur in the counties include but are not limited to the *Pinus radiata* Forest Alliance and the *Hesperocyparis macrocarpa* Woodland Special Stands as described by Sawyer et al. (2009).

Redwood

Redwood forests in the counties include some areas of old-growth forest, with larger areas of second growth. Second growth redwood habitats are characterized by an even-aged structure with an open park-like appearance. Coast redwood (*Sequoia sempervirens*) is the dominant tree species. Understory vegetation in old-growth redwood is usually very dense and composed of tall shrubs. Redwoods are very vigorous sprouters with sprouts eventually forming the dominant canopy. Redwood and associated conifers also reproduce well by seed. Redwood forest typically corresponds to the *Sequoia sempervirens* Forest Alliance as described by Sawyer et al. (2009).

Blue Oak-foothill Pine

This habitat is typically diverse in structure both vertically and horizontally and is composed primarily of a mix of hardwoods, conifers and shrubs. Shrub distributions tend to be clumped, with interspersed patches of annual grassland. Woodlands of this type generally tend to only have small accumulations of dead and downed woody material, compared with other tree habitats in California. Blue oak (*Quercus douglasii*) and foothill pine (*Pinus sabiniana*) typically comprise the overstory of this habitat, with blue oak usually most abundant. In the Coast Range, associated tree species include coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*) and California buckeye (*Aesculus californica*). In rocky areas, interior live oak sometimes dominates the overstory especially on north-facing slopes at higher elevations. At lower elevations, where blue oaks make up most of the canopy, the understory tends to be primarily annual grasses and forbs. At higher elevations where foothill pines and even interior live oaks sometimes comprise the canopy, the understory usually includes patches of shrubs in addition to the annual grasses and forbs. Shrub species that can be associated with this habitat type include various buckbrush (*Ceanothus* spp.) species and manzanita

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(*Arctostaphylos* spp.). Other species found in this habitat type can include California coffeeberry (*Frangula californica*), poison-oak (*Toxicodendron diversilobum*) and silver lupine (*Lupinus albifrons*). This habitat is generally located in the foothills of the Central Valley, between 500 and 3,000 feet in elevation. Blue oak-foothill pine habitat typically corresponds to the *Quercus douglasii* Woodland Alliance or *Pinus sabiniana* Woodland Alliance as described by Sawyer et al. (2009).

Montane Hardwood

A typical montane hardwood habitat is composed of a pronounced hardwood tree layer, with an infrequent and poorly developed shrub stratum and a sparse herbaceous layer. In the Coast Range, canyon live oak (*Quercus chrysolepis*) often forms pure stands on steep canyon slopes and rocky ridge tops. It is replaced at higher elevations by scattered huckleberry oak (*Quercus vacciniifolia*) amongst an overstory of various conifers including ponderosa pine (*Pinus ponderosa*), Coulter pine (*Pinus coulteri*), California white fir (*Abies concolor*) and Jeffrey pine (*Pinus jeffreyi*). At mid-elevations, typical associates include Douglas-fir (*Pseudotsuga menziesii*), tanoak (*Notholithocarpus densiflorus*), Pacific madrone (*Arbutus menziesii*), California black oak (*Quercus kelloggii*) and bristlecone fir (*Abies bracteata*). At lower elevations, knobcone pine (*Pinus attenuata*), foothill pine, Oregon white oak (*Quercus garryana*) and coast live oak are abundant. Understory vegetation is mostly scattered woody shrubs and a few forbs. Elevations range from 300 feet near the Pacific Ocean up to 9,000 feet. Montane hardwood typically corresponds to the *Quercus chrysolepis* Forest Alliance, as described by Sawyer et al. (2009).

Valley Oak Woodland

This habitat can range in structure from savanna-like to forest-like stands. The canopies tend to be partially closed and comprised mostly of winter-deciduous, broad-leaved species such as valley oak. Dense stands typically grow in valley soils along natural drainages and decrease with the transition from lowlands to uplands. Shrubs are also associated with this habitat in lowland areas, especially along drainages. Valley oak stands with little or no grazing tend to develop a partial shrub layer of bird disseminated species, such as poison oak, toyon (*Heteromeles arbutifolia*) and California coffeeberry. Ground cover consists of a well-developed carpet of annual grasses and forbs such as wild oat (*Avena* spp.), bromes (*Bromus* spp.) and ryegrass (*Festuca perennis*). Valley oak woodland typically corresponds to the *Quercus lobata* Woodland Alliance as described by Sawyer et al. (2009).

Valley Foothill Riparian

This habitat type is associated with drainages, particularly those with low velocity flows, flood plains and gentle topography. This habitat is generally comprised of a canopy tree layer dominated by cottonwoods (*Populus* spp.), sycamore (*Platanus racemosa*) and/or valley oak and an understory shrub layer typically consisting of willows (*Salix* spp.) and/or mulefat (*Baccharis salicifolia*). Valley foothill riparian can correspond to multiple alliances as described by Sawyer et al. (2009) depending upon the species composition. These alliances

can include, but are not limited to, *Platanus racemosa* Woodland Alliance and the various *Populus* alliances depending upon dominant species present.

Coastal Oak Woodland

Coastal oak woodlands are common to mesic coastal foothills of California. The woodlands do not form a continuous belt but occur in a mosaic closely associated with mixed chaparral, coastal scrub and annual grasslands. In Monterey, San Benito, and Santa Cruz counties these woodlands are commonly dominated by coast live oak. At drier sites, other species such as blue oak and foothill pine may also be interspersed. The understory of dense stands tends to be composed of shade tolerant shrubs and herbaceous plant species such as California blackberry (*Rubus ursinus*), poison oak, miner's lettuce (*Claytonia perfoliata*) and toyon. In areas with more open canopies the understory may be more dominated by grassland species such as bromes and oats. Coastal oak woodland typically corresponds to the *Quercus agrifolia* alliance as described by Sawyer et al. (2009).

Eucalyptus Forest

This habitat type ranges from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus groves form a dense stand with a closed canopy. Blue gum eucalyptus (*Eucalyptus globulus*) and red gum eucalyptus (*Eucalyptus camaldulensis*) are the most common eucalyptus species found in these stands. The understory of these areas tends to have extensive patches of leaf litter with limited vegetation but may include species such as poison oak and toyon.

Shrub Dominated Habitats

Shrub-dominated habitats, such as chaparral and coastal scrub, are comprised primarily of woody, evergreen shrubs and occur primarily along the coastal bluffs as well as areas associated with the Coast Range within Monterey, San Benito, and Santa Cruz counties (Figure 4.4-1, Figure 4.4-2, and Figure 4.4-3). The following are descriptions of shrub-dominated habitats that occur within three miles of construction projects outlined in the 2045 MTP/SCS.

Chamise-Redshank Chaparral

Regionally this chaparral habitat type is dominated by pure or nearly pure stands of chamise (*Adenostoma fasciculatum*). Mature chamise-redshank chaparral is single layered, generally lacking well-developed herbaceous ground cover and over story trees. Shrub canopies frequently overlap, producing a nearly impenetrable canopy of interwoven branches. Fire occurs regularly in chamise-redshank chaparral and influences habitat structure. Within the AMBAG region, chamise-redshank chaparral typically corresponds to the *Adenostoma fasciculatum* Shrubland Alliance as described by Sawyer et al. (2009).

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Coastal Scrub

This habitat type is typically dominated by shrub species with mesophytic leaves and shallow root systems. This habitat type can differ in composition depending upon proximity to the coastline. California sagebrush (*Artemisia californica*) tends to be common in all coastal scrub habitats. From Mount Diablo south to Santa Barbara County, black sage (*Salvia mellifera*) and California buckwheat (*Eriogonum fasciculatum*) become more abundant in mesic areas. Coastal scrub can correspond to multiple alliances as described by Sawyer et al. (2009) depending upon the species composition. These alliances can include, but are not limited to, *Artemisia californica* Shrubland Alliance, *Baccharis pilularis* Shrubland Alliance and the *Salvia mellifera* Shrubland Alliance.

Mixed Chaparral

Mixed chaparral is a structurally homogeneous brushland type dominated by shrubs with thick, stiff, heavily cutinized evergreen leaves. Shrub height and crown cover vary with age since last burn, precipitation, aspect, and soil type. At maturity, cismontane mixed chaparral typically is a dense, nearly impenetrable thicket. On poor sites, serpentine soils or transmontane slopes, shrub cover may be considerably reduced, and shrubs may be shorter. Leaf litter and standing dead material may accumulate in stands that have not burned for several decades. Mixed chaparral can correspond to multiple alliances as described by Sawyer et al. (2009) depending upon the species composition. These alliances can include, but are not limited to, *Ceanothus cuneatus* Shrubland Alliance and the *Arctostaphylos* sp. Shrubland Alliances.

Herbaceous Habitats

These habitats are generally comprised of areas dominated by grasses and other non-woody species. The majority of this habitat in Monterey, San Benito, and Santa Cruz counties is comprised of non-native grasslands (Figure 4.4-1, Figure 4.4-2, and Figure 4.4-3). Native perennial grasslands, which are dominated by perennial bunch grasses, such as purple needlegrass (*Nassella pulchra*), were historically abundant within Monterey, San Benito, and Santa Cruz counties but are now currently patchy in distribution statewide. The following are descriptions of the grass and herb-dominated habitats that occur within three miles of construction projects outlined in the 2045 MTP/SCS.

Annual Grasslands

This habitat type is composed primarily of non-native annual herbs and forbs and typically lacks shrub or tree cover. The physiognomy and species composition of annual grasslands is highly variable and also varies considerably on a temporal scale. Grazing is a common land use within this habitat type. Common grass species include wild oats, soft chess brome (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*) and red brome (*Bromus madritensis*). Common forb species can include species of filaree (*Erodium* spp.) and bur clover (*Medicago polymorpha*). California poppy can also be quite common in this habitat type. Annual grassland can correspond to multiple alliances as described by Sawyer et al. (2009) depending

upon the species composition. These alliances can include, but are not limited to, *Avena (barbata, fatua)* semi-natural stands and *Bromus (diandrus, hordeaceus)* – *Brachypodium distachyon* semi-natural stands.

Developed, Sparsely/Non-Vegetated and Cropland Habitats

Developed and sparsely to non-vegetated habitats and croplands are abundant in the AMBAG region (Figure 4.4-1, Figure 4.4-2, and Figure 4.4-3). Developed habitats are usually sparsely or non-vegetated and are associated with urban and agricultural areas and are highly disturbed. Species that occur in these areas are typically adapted to anthropogenic disturbance and/or comprised of ornamental species. Sparsely vegetated habitats also tend to be associated with rock outcrops and cliffs. The following are descriptions of developed and sparsely/non-vegetated habitats that occur within three miles of construction projects outlined in the 2045 MTP/SCS.

Cropland

This habitat type is characterized by areas in active agriculture used to grow annual or perennial herbaceous crops and is an entirely man-made habitat. The structure of vegetation can vary in size, shape and growing pattern. The dominant cropland use is row crops and can also include hay and grain. Subcategories of cropland habitat classifications include, but are not limited to, dryland grain crop, irrigated hayfield crop and irrigated row and field crop. Orchards and vineyards are classified separately

Orchard/Vineyard

This habitat type is characterized by typically open, single-species tree- or woody vine-dominated habitats. Depending on the tree or vine type and pruning methods, they are usually low, bushy plants with an open understory to facilitate harvest. Trees such as citrus, avocados and olives are evergreen and other common tree crops such as walnuts and stonefruits are deciduous. The understory is usually composed of low growing grasses and other herbaceous plants but may be managed to prevent understory growth totally or partially, such as along tree rows. Vineyards, comprised of grape vines, also share similar characteristics. Subcategories of orchard/vineyard habitat classifications include, but are not limited to, deciduous orchard and evergreen orchard.

Urban

This habitat type is also a completely man-made habitat comprising residential, commercial and industrial developed areas. Plant species within urban habitats are typically comprised of ornamental plants and non-native invasive plant species, with large developed areas lacking vegetation.

Barren

This habitat type is defined by the absence of vegetation. Any habitat with less than two percent total herbaceous vegetation cover and less than 10 percent relative cover by tree or shrub species is defined as barren (Mayer and Laudenslayer 1988). Structure and composition

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of the substrate is largely determined by the region of the state as well as surrounding environment. Examples of barren habitats include areas of exposed parent rock or talus.

b. Drainages and Wetlands

Drainages

The AMBAG region contains two primary watersheds: the Salinas River Valley, which is the third-longest river in California and traverses the length of Monterey County; and the Pajaro River Valley, the primary tributary of which begins in San Benito County and runs through southeastern Santa Cruz County. The Salinas River originates at the Santa Margarita Reservoir in San Luis Obispo County and extends northward to the Monterey Bay. The headwaters of the Salinas River are generally undeveloped, while the remainder of the valley is predominantly agricultural with several urban areas, the largest being the City of Salinas. The majority of the Pajaro River watershed consists of undeveloped grassland and shrubland in San Benito County, although a large portion of the lower watershed from Hollister west to the Pacific Ocean is under agricultural cultivation.

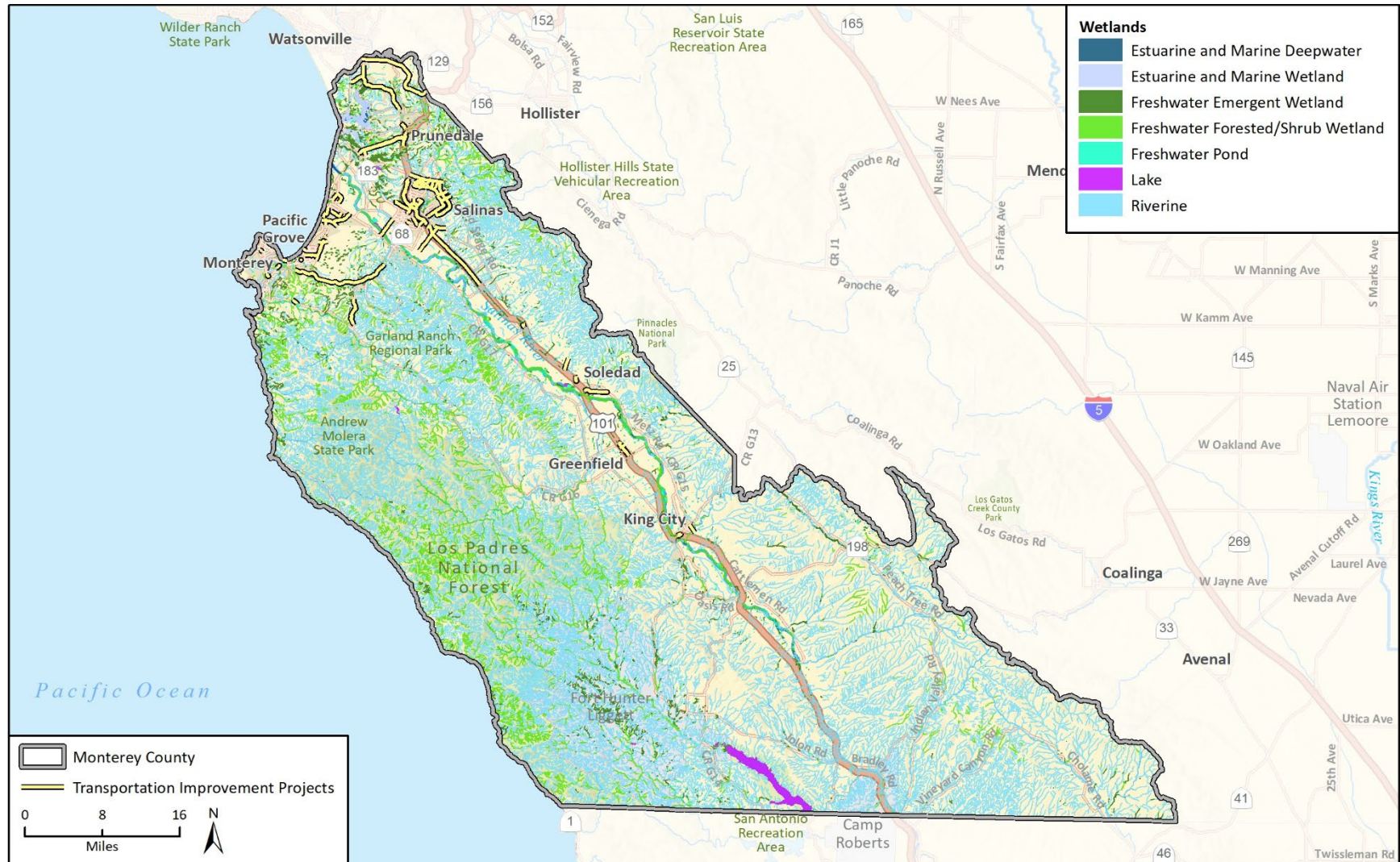
Other major rivers and their associated watersheds within the AMBAG region include San Lorenzo River, Carmel River, Big Sur River, Little Sur River, Nacimiento River, San Antonio River and San Benito River. Several creeks and tributaries are associated with each of these watersheds (Figure 4.4-4, Figure 4.4-5, and Figure 4.4-6). The drainages within these watersheds are of biological importance as they provide valuable foraging habitat, breeding habitat and movement habitat for a wide variety of animal species, including sensitive species such as steelhead (*Oncorhynchus mykiss*), coho salmon (*Oncorhynchus kisutch*) and California red-legged frog (*Rana draytonii*). Many of these rivers and their tributaries are also federally designated critical habitat for salmonid species.

Wetlands and Aquatic Habitats

Wetlands are regarded as important biological resources both because of their rarity and because they provide a variety of ecosystem services. Several types of wetlands exist in the subject counties, including freshwater marshes and vernal pools.

In addition to vernal pools, several areas within three miles of 2045 MTP/SCS construction projects contain wetlands mapped by the USFWS *National Wetlands Inventory* (NWI) (USFWS 2021a). A general description of each of the classifications used in the NWI is provided below. Of those wetland types mapped by the NWI, estuarine habitats are also mapped by the CWHR. Estuarine and marine type wetlands do not occur in San Benito County.

Figure 4.4-4 Wetlands and Aquatic Resources in Monterey County



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Additional data provided by USFWS, 2021.

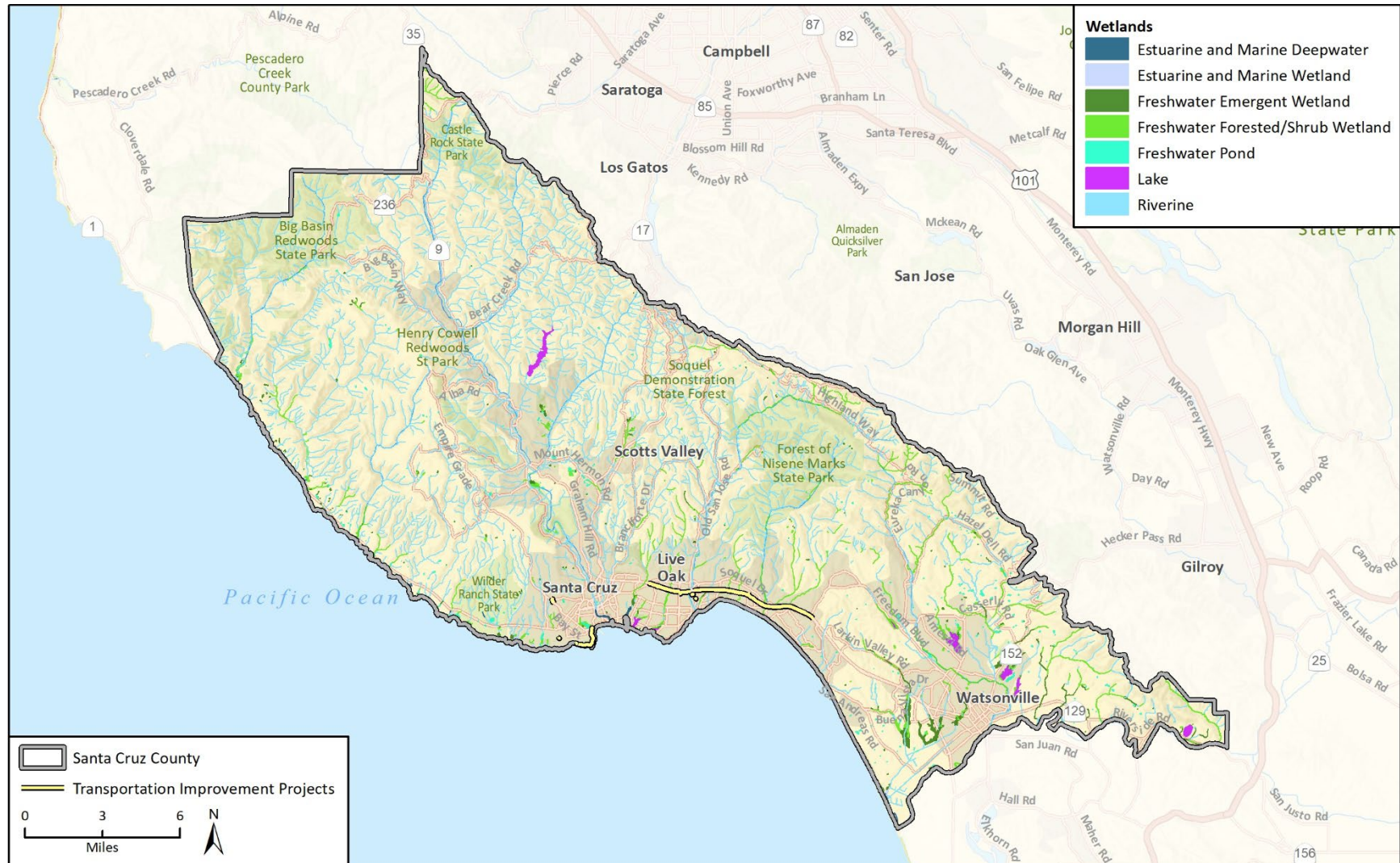
Fig4.4-4 Wetlands and Aquatic Resources in Monterey County

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This map displays the wetlands and transportation improvement projects within San Benito County. The county boundary is outlined in black. Wetlands are color-coded: Freshwater Emergent Wetland (dark green), Freshwater Forested/Shrub Wetland (light green), Freshwater Pond (cyan), Lake (magenta), and Riverine (blue). Transportation improvement projects are shown as yellow lines. The map includes major roads (Highways 1, 152, 165, 180, 183, 205, 25, 101, 68, 146, 198, 33, 14), cities (Live Oak, Gilroy, Watsonville, Hollister, Salinas, Marina, Pacific Grove, Seaside, Soledad, Greenfield, King City, Mendota), and parks (Forest of Nisene Marks State Park, San Luis Reservoir State Recreation Area, Hollister Hills State Vehicular Recreation Area, Pinnacles National Park, Garland Ranch Regional Park, Andrew Molera State Park, Los Gatos Creek County Park). The Pacific Ocean is to the west, and the San Joaquin River is to the east. A legend in the top right corner defines the wetland types. A scale bar (0 to 11 miles) and a north arrow are in the bottom left corner.

Fig4.4-5 Wetlands and Aquatic Resources in San Benito County

Figure 4.4-6 Wetlands and Aquatic Resources in Santa Cruz County



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Additional data provided by USFWS, 2021.

Fig4.4-6 Wetlands and Aquatic Resources in Santa Cruz County

Vernal Pools

These seasonal wetlands are small depressions that fill with water during the winter, gradually drying during the spring and becoming completely dry in the summer. These pools are found in only a few places in the world outside of California. Vernal pool vegetation is adapted to the cycle of brief inundation followed by seasonal drying. Vernal pools are characterized by herbaceous plants that may begin their growth as aquatic or semi-aquatic plants and transition to a dry land environment as the pool dries, while other species germinate in the mud as the pool begins to dry. Most vernal pool plants are annual herbs, many of which are endemic to vernal pools. Wildlife species supported by vernal pools include California tiger salamander (*Ambystoma californiense*) and vernal pool fairy shrimp (*Branchinecta lynchi*).

Estuarine and Marine Deep-Water Wetlands

These deep-water wetlands are composed of the deep-water portion of estuarine or marine systems. Estuarine systems are composed of tidal habitats and adjacent tidal wetlands that are influenced by water runoff from and often semi-enclosed by land. They are located along low energy coastlines and have variable salinity. Marine systems of this type are generally open ocean and occur along high energy coastlines with salinities exceeding 30 parts per thousand (ppt) and little or no dilution except outside the mouths of estuaries.

Estuarine and Marine Wetlands

These wetlands are composed of estuarine and marine systems as described above; however, they are not deep-water. These areas can be subtidal or intertidal with a variety of vegetated and non-vegetated bottoms. Beaches, bars, and flats are also included.

Freshwater Emergent Wetlands

Freshwater emergent wetlands include all non-tidal waters dominated by emergent herbaceous plant species, mosses and/or lichens. Wetlands of this type are also low in salinity. The NWI also includes in this category wetlands that lack vegetation if they are less than 20 acres in size, do not have an active wave-formed or bedrock shoreline feature, have a low water depth less than 6.6 feet. Freshwater emergent wetlands are characterized by erect, rooted herbaceous hydrophytes. Dominant vegetation is generally perennial monocots. All emergent wetlands are inundated or saturated frequently enough that the roots of the vegetation prosper in an anaerobic environment. The wetlands may vary in size from small clumps to vast areas covering several kilometers. The acreage of Freshwater Emergent Wetlands in California has decreased dramatically since the turn of the century due to drainage and conversion to other uses, primarily agriculture.

Freshwater Forested/Shrub Wetlands

These wetlands include non-tidal waters that are dominated by trees and shrubs, with emergent herbaceous plants, mosses and/or lichens. The NWI also includes within this

category wetlands that lack vegetation can be included in this class if they also exhibit the same criteria as described for freshwater emergent wetlands. Freshwater forested/shrub wetlands are generally dominated by woody vegetation such as shrubs and trees. This wetland category also can include riparian habitats.

Freshwater Ponds

Freshwater ponds include non-tidal waters, typically less than 20 acres in size and typically with vegetative cover along its edges such as trees, shrubs, emergent herbaceous plants, mosses and/or lichens. Freshwater ponds can be man-made or natural and typically consist of an area of standing water with variable amounts of shoreline. These wetlands and deep-water habitats are dominated by plants that grow on or below the surface of the water. This wetland type is also mapped by the CWHR and categorized as lacustrine habitat which includes vernal pools; however, we have recognized vernal pools as unique features and thus provided a separate description that was previously presented.

Lakes

Lakes are a lacustrine system which includes wetlands and deep-water habitats that are located in a topographic depression or dammed river channel. These areas tend to be greater than 20 acres. Vegetation cover within this habitat is generally less than 30 percent and often occurs in the form of emergent or surface vegetation. Substrates are composed of at least 25 percent cover of particles smaller than stones.

Riverine

Riverine habitats are stream systems that include all wetlands and deep-water habitats contained in natural or artificial channels that contain periodically or continuously flowing water. This system may also form a connecting link between two bodies of standing water. Substrates generally consist of rock, cobble, gravel, or sand. Features mapped as riverine wetlands in the NWI include drainages as previously described.

c. Sensitive Natural Communities

Several natural communities considered sensitive by the CDFW occur within the AMBAG region. The *California Natural Diversity Database* (CNDDDB) lists twenty-one natural communities that occur with these counties (CDFW 2021a). These sensitive communities are also listed in Table 4.4-1 below. The Sensitive Natural Communities List in the CNDDDB is not currently maintained and no new information has been added in several years. As such, the CDFW maintains a List of Vegetation Alliances and Associations¹ (CDFW 2020). According to

¹ CDFW classifies vegetation at the two finest levels of alliance and association. The alliance is defined by plant species composition, habitat conditions, physiognomy, and diagnostic species; at least one of the diagnostic species is typically found in the uppermost or dominant stratum (Jennings et al. 2009). The association is the most detailed classification level and reflects more specific characteristics of vegetation such as finer-level differences in species composition, topography, soils, substrate, climate, hydrology, and disturbance regime (FGDC 2008). Unlike alliances, associations often recognize two or more diagnostic species found in different vegetation layers (Sawyer et al. 2009).

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the CDFW's Vegetation Program, Alliances with State ranks of S1-S3 are considered imperiled and thus, potentially of special concern.

Table 4.4-1 Sensitive Communities Documented within Monterey, San Benito, and Santa Cruz Counties

Communities Considered Sensitive by the CDFW	County
Alkali Seep	Monterey
Central Dune Scrub	Monterey, Santa Cruz
Central Maritime Chaparral	Monterey
Coastal and Valley Freshwater Marsh	Monterey, Santa Cruz
Coastal Brackish Marsh	Monterey, Santa Cruz
Maritime Coast Range Ponderosa Pine Forest	Santa Cruz
Monterey Cypress Forest	Monterey
Monterey Pine Forest	Monterey, Santa Cruz
Monterey Pygmy Cypress Forest	Monterey
North Central Coast Calif. Roach/Stickleback/Steelhead Stream	Santa Cruz
North Central Coast Drainage Sacramento Sucker/Roach River	Santa Benito
North Central Coast Fall-Run Steelhead Stream	Monterey
North Central Coast Short-Run Coho Stream	Santa Cruz
Northern Bishop Pine Forest	Monterey
Northern Coastal Salt Marsh	Monterey, Santa Cruz
Northern Interior Cypress Forest	Santa Cruz
Northern Maritime Chaparral	Santa Cruz
Sycamore Alluvial Woodland	Monterey
Valley Needlegrass Grassland	Monterey
Valley Oak Woodland	Monterey
Valley Sink Scrub	Monterey

Sources: CNDDDB (CDFW 2021a)

Because this analysis is at the AMBAG region level and programmatic, vegetation mapping and analysis at the alliance and association level is not practical and would be conducted at the project level. That said, some sensitive vegetation alliances and associations are already known to occur within Monterey, San Benito, and Santa Cruz counties as a subset of the habitats described in Sections 4.4.1.a and 4.4.1.b. For instance, some oak woodland alliances within these counties, notably *Quercus lobata* Woodland Alliance, which most resembles the valley oak woodland described in Section 4.4.1.a, are considered sensitive.

d. Special-Status Species

Appendix D of this report is a list of Special-Status Species that are known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz Counties. For the purpose of this EIR, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act; those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Species of Special Concern,” “Fully Protected,” or “Watch List” by the CDFW. The CNDDDB also provides records of other special animals that CDFW is tracking but are not currently designated a special-status. Because of the programmatic nature of the analysis and the duration in which the 2045 MTP/SCS will be implemented, these species were also included as “special-status” considering the CDFW is currently collecting data and tracking these species and therefore there is potential for their status to be elevated in the future. Additionally, special-status plants with California Rare Plant Rank (CRPR) of 1 through 4 were included. CDFW standards state that plants with a CRPR 1A, 1B, 2A and 2B may meet definitions of rare or endangered under CEQA Sections 15380 (b) and (d). By California Native Plant Society (CNPS) standards, the plants of CRPR Ranks 1A, 1B, 2A and 2B meet the definitions of Sections 2062 and 2067 (CESA) of the California Fish and Game Code (CFGC), and are eligible for state listing, thus should be considered under CEQA §15380. According to CDFW, “In general, CNPS Rank 3 plants (plants about which more information is needed) and Rank 4 plants (plants of limited distribution) may not warrant consideration under CEQA Guidelines §15380. These plants may be included on special-status plant lists such as those developed by counties where they would be addressed under CEQA Guidelines §15380. Factors such as regional rarity vs. statewide rarity should be considered in determining whether cumulative impacts to a Rank 4 plant are significant even if individual project impacts are not.”

This EIR identifies special-status species as those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act (ESA); those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the CESA; animals designated as “Species of Special Concern,” “Fully Protected,” or “Watch List” by the CDFW; and plants with a California Rare Plant Rank (CRPR) of 1, 2, 3, and 4, which are defined as:

- **CRPR 1A** = Plants presumed extinct in California;
- **CRPR 1B.1** = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- **CRPR 1B.2** = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent occurrences threatened);
- **CRPR 1B.3** = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known);
- **CRPR 2** = Rare, threatened or endangered in California, but more common elsewhere;

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- **CRPR 3** = Plants needing more information (most are species that are taxonomically unresolved; some species on this list meet the definitions of rarity under CNPS and CESA);
- **CRPR 4.1** = Plants of limited distribution (watch list), seriously endangered in California;
- **CRPR 4.2** = Plants of limited distribution (watch list), fairly endangered in California (20-80 percent occurrences threatened); and
- **CRPR 4.3** = Plants of limited distribution (watch list), not very endangered in California.

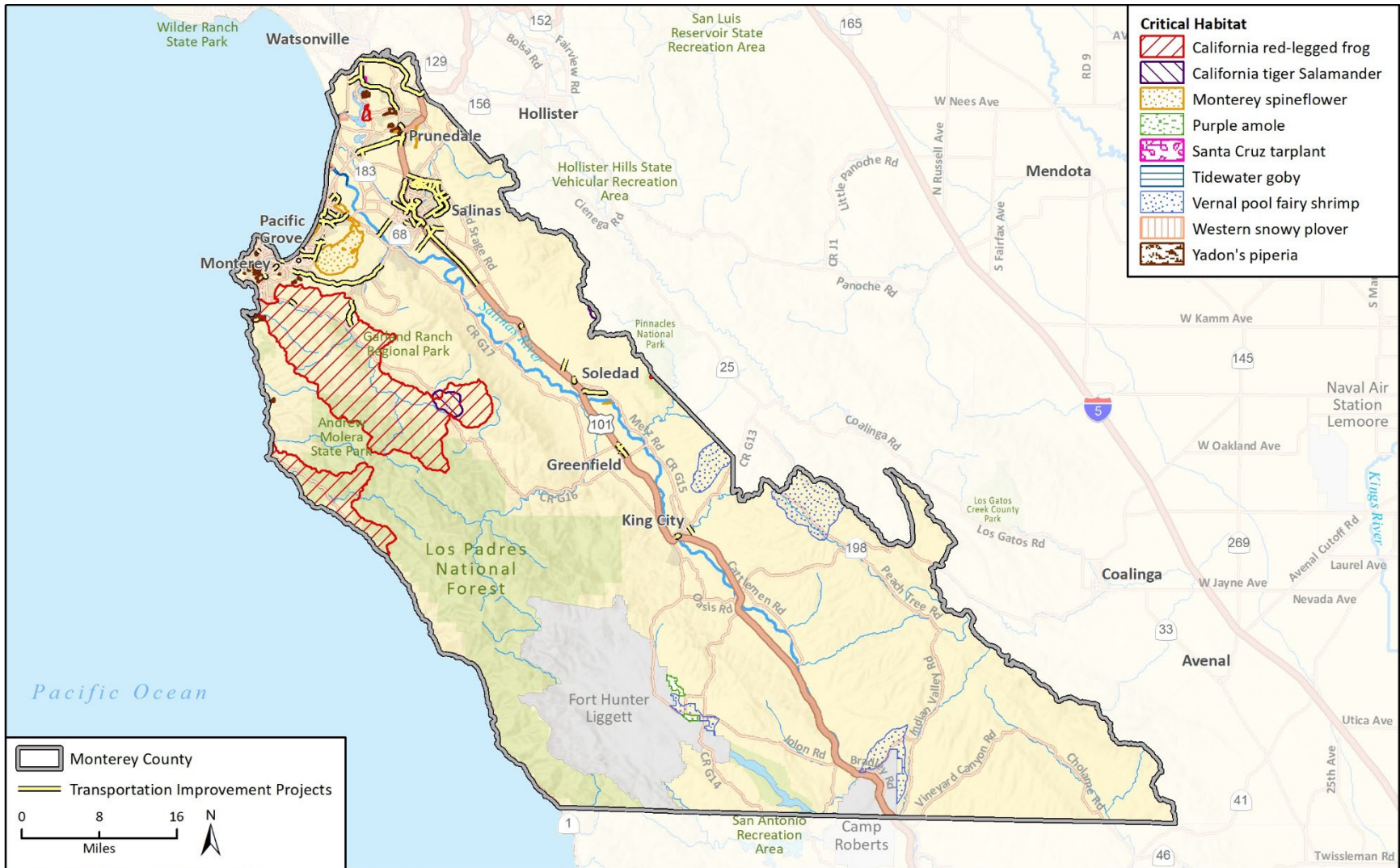
Species of Special Concern (SSC) is a category used by the CDFW for those species which are considered indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except that which may be afforded by the Fish and Game Code. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands, and these species are considered sensitive as described under the CEQA Appendix G questions.

Queries of the USFWS *Information, Planning, and Conservation* (IPaC) (USFWS 2021b), CNDDDB (CDFW 2021a) and the CNPS *Online Inventory of Rare and Endangered Plants of California* (CNPS 2021) were conducted to obtain comprehensive information regarding state and federally listed species considered to have potential to occur within Santa Cruz, San Benito and Monterey counties.

Federally designated critical habitat for 17 species also occurs in the AMBAG region (Figure 4.4-7, Figure 4.4-8, and Figure 4.4-9). Note that final designated critical habitat for the Coho Salmon – Central California coast ESU (*Oncorhynchus kisutch*) (not graphically depicted) includes all river/stream reaches (listed in Table 5 of the *Designated Critical Habitat: Central California Coast and southern Oregon/Northern California Coasts Coho Salmon; Final Rule* [1999]) and their tributaries that are accessible to listed coho salmon from Punta Gorda in Northern California south to the San Lorenzo River in central California. 2045 MTP/SCS construction projects occur in federally designated critical habitats (USFWS 2021b; 2021c) for 17 species. These critical habitats are also listed in Table 4.4-2.

The AMBAG region is home to several species protected by federal and state agencies. Special-status animal species can be found in a variety of habitats these counties host. The CNDDDB (CDFW 2021a), CNPS (2021) and USFWS IPaC (USFWS 2021b) together list 388 special-status species (263 plant species [including CRPR 3 and 4] and 125 animal species [inclusive of special animals]) that occur within Monterey, San Benito, and Santa Cruz counties. The status and habitat requirements of those species are presented in Appendix D.

Figure 4.4-7 Federally Designated Critical Habitat in Monterey County



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Fig4.4-7 Federally Designated Critical Habitat in Monterey County

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Critical Habitat

- California red-legged frog
- California tiger Salamander
- Vernal pool fairy shrimp

San Benito County

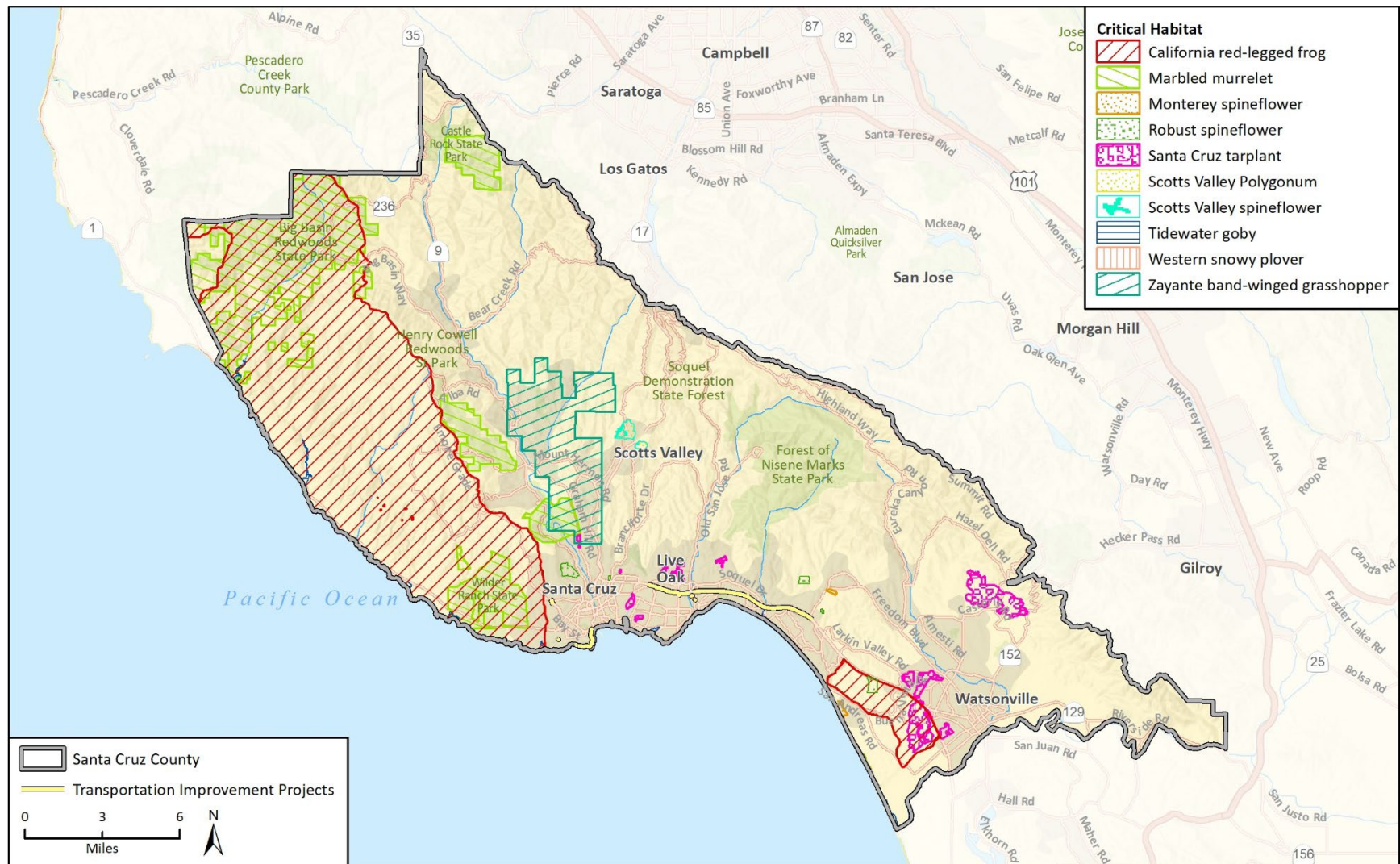
Transportation Improvement Projects

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Fig4.4-8 Federally Designated Critical Habitat in San Benito County

Figure 4.4-9 Federally Designated Critical Habitat in Santa Cruz County



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Fig4.4-9 Federally Designated Critical Habitat in Santa Cruz County

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Table 4.4-2 Federal Designated Critical Habitat within Monterey, San Benito, and Santa Cruz Counties

Critical Habitat	County
California red-legged frog (<i>Rana draytonii</i>) ¹	Monterey, San Benito, Santa Cruz
California tiger salamander (<i>Ambystoma californiense</i>) ¹	Monterey, San Benito
Coho Salmon – Central California coast ESU (<i>Oncorhynchus kisutch</i>)	Santa Cruz
Marbled murrelet (<i>Brachyramphus marmoratus</i>) ¹	Santa Cruz
Monterey spineflower (<i>Chorizanthe pungens</i> var. <i>pungens</i>)	Monterey, Santa Cruz
Purple amole (<i>Chlorogalum purpureum</i>)	Monterey
Robust Spineflower (<i>Chorizanthe robusta</i> var. <i>robusta</i>)	Santa Cruz
Santa Cruz tarplant (<i>Holocarpha macradenia</i>) ¹	Monterey, Santa Cruz
Scott's Valley polygonum (<i>Polygonum hickmanii</i>)	Santa Cruz
Scotts Valley Spineflower (<i>Chorizanthe robusta</i> var. <i>hartwegii</i>)	Santa Cruz
Steelhead – Central California Coast DPS (<i>Oncorhynchus mykiss irideus</i>) ¹	Santa Cruz
Steelhead – South-Central California Coast DPS (<i>Oncorhynchus mykiss irideus</i>) ¹	Monterey, San Benito, Santa Cruz
Tidewater goby (<i>Eucyclogobius newberryi</i>)	Monterey, Santa Cruz
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	Monterey, San Benito
Western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	Monterey, Santa Cruz
Yadon's Piperia (<i>Piperia yadonii</i>)	Monterey
Zayante band-winged grasshopper (<i>Trimerotropis infantilis</i>) ¹	Santa Cruz

¹ Species with Critical Habitat where MTP/SCS transportation projects are located.

Sources: USFWS IPaC (2021b)

e. Wildlife Movement Corridors

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network. A wildlife corridor network can often result in a corridor redundancy which allows for the availability of alternative pathways for movement. A redundant network may increase dispersal opportunities in the event that one or more of the corridors are blocked, severed, or made temporally dysfunctional by disturbance such as fire, drought, or insect outbreaks.

The habitats within the link do not necessarily need to be the same as the habitats that are being linked. Rather, the link merely needs to contain sufficient cover and forage to allow

temporary inhabitation by ground-dwelling species. Typically, habitat linkages are contiguous strips of natural areas, though dense plantings of landscape vegetation can be used by certain disturbance-tolerant species. Depending upon the species using a corridor, specific physical resources (such as rock outcroppings, vernal pools, or oak trees) may need to be located within the habitat link at certain intervals to allow slower-moving species to traverse the link. For highly mobile or aerial species, habitat linkages may be discontinuous patches of suitable resources spaced sufficiently close together to permit travel along a route in a short period of time. Wildlife movement corridors can be both large and small scale.

The mountainous regions of Monterey, San Benito, and Santa Cruz counties may support wildlife movement on a regional scale while riparian corridors and waterways, may provide more local scale opportunities for wildlife movement throughout each County. The CDFW *Biogeographic Information and Observation System* (BIOS; CDFW 2021b) mapped three essential connectivity areas (ECAs) within Monterey, San Benito, and Santa Cruz counties. One is located throughout the inland mountainous region of Santa Cruz County. Another is located along the coastal mountainous region of Monterey County with a portion extending across the Salinas Valley and into the Diablo Range along the Monterey - San Benito County line. The last is located in the southeast portion of San Benito County and crossing into Fresno County. The ECAs are not regulatory delineations but have been identified by the California Essential Habitat Connectivity Project as lands likely important to wildlife movement between large, mostly natural areas at the statewide level. ECAs were mapped on a statewide level and should be considered areas identified at a coarse scale that can inform land planning efforts; however, ECAs do not include more detailed linkage designs developed at a finer resolution based on the needs of specific species and ecological processes.

Fourteen important movement corridors are also identified from the report, *Missing Linkages: Restoring Connectivity to the California Landscape* (Penrod et al., 2001). These movement corridors are generally associated with rivers and watercourses including the Pajaro Salinas Rivers and areas within the Santa Lucia Range, Santa Cruz Mountains and Diablo Range. These areas are identified as important movement corridors for species such as San Joaquin kit fox, mountain lion, steelhead, riparian birds, and other small carnivores.

4.4.2 Regulatory Setting

Federal, state, and local authorities, under a variety of statutes and guidelines, share regulatory authority over biological resources. The primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions, which in this instance are the counties of Monterey, San Benito, and Santa Cruz, as well as other local jurisdictions including cities within these counties. The CDFW is a trustee agency for biological resources throughout the State as defined in CEQA and also has direct jurisdiction under the CFGC, which includes, but is not limited to, resources protected by the State of California under CESA. In addition, the Regional Water Quality Control Board is responsible agency for waters of the state.

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a. Federal Laws, Regulations, and Policies

Endangered Species Act

Under the Federal Endangered Species Act (FESA), authorization is required to “take” a listed species. Take is defined under FESA Section 3 as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Under federal regulation (50 CFR Sections 17.3, 222.102); “harm” is further defined to include habitat modification or degradation where it would be expected to result in death or injury to listed wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Critical habitat is a specific geographic area(s) that is essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery. FESA Section 7 outlines procedures for federal interagency cooperation to conserve federally listed species and designated critical habitat.

Section 7(a)(2) of FESA and its implementing regulations require federal agencies to consult with USFWS or National Marine Fisheries Service (NMFS) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species, or result in the destruction or adverse modification of critical habitat. For projects where federal action is not involved and take of a listed species may occur, the project proponent may seek to obtain an incidental take permit under FESA Section 10(a). Section 10(a) allows USFWS to permit the incidental take of listed species if such take is accompanied by an HCP that includes components to minimize and mitigate impacts associated with the take.

The USFWS and NMFS share responsibility and regulatory authority for implementing FESA (7 USC Section 136, 16 USC Section 1531 et seq.).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act authorizes the Secretary of the Interior to regulate the taking of migratory birds. The act provides that it is unlawful, except as permitted by regulations, “to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, [...] any migratory bird, or any part, nest, or egg of any such bird” (16 USC Section 703(a)). The Bald and Golden Eagle Protection Act is the primary law protecting eagles, including individuals and their nests and eggs. The USFWS implements the Migratory Bird Treaty Act (16 United States Code [USC] Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668). Under the Act’s Eagle Permit Rule (50 CFR 22.26), USFWS may issue permits to authorize limited, non-purposeful take of bald eagles and golden eagles.

Marine Mammal Protection Act

Under the Marine Mammal Protection Act, established in 1972, all marine mammals are protected under federal law. This act prohibits hunting, harassment, capture, or killing of all

marine mammals. This law protects cetaceans (whales, dolphins, and porpoises), pinnipeds (seals and sea lions), sirenians (manatees and dugongs), sea otters and polar bears within the waters of the United States.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) regulates marine fisheries in U.S. federal waters. The act was first passed in 1976 and revised in 1996 and 2007. The purpose of the act is to provide long-term biological and economic sustainability of U.S. marine fisheries.

The NMFS has regulatory authority for implementing the Magnuson-Stevens Act. The NMFS requires regional fishery management councils develop Fisheries Management Plans (FMP) specific to their regions, fisheries and fish stocks. For waters off the U.S. West Coast, the Pacific Fishery Management Council has developed four FMPs, which are implemented through our fisheries regulations for coastal pelagic species, groundfish species, highly migratory species and salmon species. These FMPs also identify Essential Fish Habitat (EFH) which is broadly defined as those waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity.

Clean Water Act

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers, with EPA oversight, has authority to regulate activities that result in discharge of dredged or fill material into wetlands or other “waters of the United States.” Perennial and intermittent creeks are considered waters of the United States if they are hydrologically connected to other jurisdictional waters. In achieving the goals of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) seeks to avoid adverse impacts and offset unavoidable adverse impacts on existing aquatic resources. Any discharge of dredged or fill material into jurisdictional wetlands or other jurisdictional “waters of the United States” would require a Section 404 permit from the USACE prior to the start of work. Typically, when a project involves impacts to waters of the United States, the goal of no net loss of wetlands is met by compensatory mitigation; in general, the type and location options for compensatory mitigation should comply with the hierarchy established by the Corp/EPA 2008 Mitigation Rule (USEPA 2021) (in descending order): (1) mitigation banks; (2) in-lieu fee programs; and (3) permittee-responsible compensatory mitigation. Also, in accordance with Section 401 of the Clean Water Act, applicants for a Section 404 permit must obtain water quality certification from the appropriate Regional Water Quality Control Board (RWQCB).

b. State Laws, Regulations, and Policies

Endangered Species Act and Fully Protected Species

CESA (Fish and Game Code Section 2050 et. seq.) prohibits take of State-listed threatened and endangered species without a CDFW incidental take permit. Take under CESA is

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restricted to direct harm of a listed species and does not prohibit indirect harm by way of habitat modification.

Protection of fully protected species is described in Fish and Game Code Sections 3511, 4700, 5050 and 5515. These statutes prohibit take or possession of fully protected species. Incidental take of fully protected species may be authorized under an approved NCCP.

California Fish and Game Code Sections 3503, 3503.5 and 3511

California Fish and Game Code sections 3503, 3503.5 and 3511 describe unlawful take, possession, or destruction of birds, nests and eggs. Fully protected birds (CFG Code Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs.

California Fish and Game Code Sections 1360-1372

Sections 1360 through 1372 of the California Fish and Game Code comprise the Oak Woodlands Conservation Act. The act was enacted to protect oak woodland habitats that were being diminished by development, firewood harvesting, and agricultural conversions. The Oak Woodlands Conservation Program was established as a result of the act and is intended to provide project funding opportunities for private landowners, conservation organizations, and cities and counties to conserve and restore oak woodlands. The program authorizes the Wildlife Conservation Board to purchase oak woodland conservation easements and provide grants for land improvements and oak restoration efforts. Section 21083.4 of CEQA requires counties to determine if a project within their jurisdiction may result in conversion of oak woodlands that would have a significant adverse effect on the environment. If the lead agency determines that a project would result in a significant adverse effect on oak woodlands, mitigation measures to reduce the significant adverse effect of converting oak woodlands to other land uses are required.

Native Plant Protection Act

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (CFG Code Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of the plant(s).

Section 1600 et seq. of the California Fish and Game Code

Section 1600 et seq. of the CFG Code prohibits, without prior notification to CDFW, the substantial diversion or obstruction of the natural flow of, or substantial change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into

any river, stream, or lake. In order for these activities to occur, the CDFW must receive written notification regarding the activity in the manner prescribed by the department and may require a lake or streambed alteration agreement. Lakes, ponds, perennial and intermittent streams and associated riparian vegetation, when present, are subject to this regulation.

Natural Community Conservation Planning Act

The Natural Communities Conservation Planning (NCCP) Act was established by the California Legislature, is directed by the CDFW, and is implemented by the state, as well as public and private partnerships to protect habitat in California. The NCCP Act takes a regional approach to preserving habitat. An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Once an NCCP has been approved, CDFW may provide take authorization for all covered species, including fully protected species, Section 2835 of the CFGC.

Porter-Cologne Water Quality Control Act

The State Water Resources Control Board (SWRCB) and each of nine local RWQCB has jurisdiction over “waters of the State” pursuant to the Porter-Cologne Water Quality Control Act which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. SWRCB adopted a State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California. The Procedures consist of four major elements: 1) a wetland definition; 2) a framework for determining if a feature that meets the wetland definition is a water of the state; 3) wetland delineation procedures; and 4) procedures for the submittal, review and approval of applications for Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities (SWRCB 2021).

California Coastal Act

The mission of the California Coastal Commission (CCC) is to “protect, conserve, restore and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.” The California Coastal Act of 1976 and Local Coastal Programs certified by the Commission pursuant to the Coastal Act contains contain specific policies aimed at preserving biological resources, such as wetlands, riparian habitat, and marine habitat, and restrict what types of uses are allowed in these habitats and what impacts are allowed to these resources. CCC policies, as codified under the California Coastal Act of 1976, are implemented through Coastal Development Permits issued under Local Coastal Programs administered by counties and cities that lie within the coastal zone. The Coastal Commission approves Coastal Development Permits (CDPs) for development found to be consistent with the Coastal Act, and local governments approve CDPs for projects found to be consistent with their LCP.

**California Department of Transportation - California Streets and Highways Code
Section 156.3**

Assessments and remediation of potential barriers to fish passage for transportation projects using State or federal transportation funds are required. Such assessments must be conducted for any projects that involve stream crossings or other alterations and must be submitted to the CDFW. New projects must be constructed so that they do not present a barrier to fish passage.

c. Local Laws, Regulations, and Policies

General Plans typically contain elements which address protection of biological resources. Typically, these elements consist of goals, policies and actions that protect natural resources, such as environmentally sensitive habitats, special-status species, native trees, creeks, wetland, and riparian habitats. Local jurisdictions approve development if it is consistent with those elements of the General Plan.

Some resources are afforded protection via local ordinances such as those that protect trees, riparian corridors, and environmentally sensitive habitats. Each county and many cities in the AMBAG region have municipal codes which protect natural resources and addresses compliance with environmental regulations. For example, local ordinances and policies may be in place that protect native and nonnative trees in urban landscapes, as well as in unincorporated county lands. These ordinances and policies vary in their definitions of protected trees (e.g., certain species, minimum diameter at breast height [dbh], trees that form riparian corridors or a combination thereof) and in the requirements for ordinance or policy compliance. In addition, counties and cities may have local ordinances or policies that are intended to protect other biological resources such as wetlands and drainages, riparian habitat, and other sensitive habitat areas.

Monterey County

The Conservation/Open Space Element of the Monterey County General Plan (Monterey County 2010) includes goals to protect the biological resources found within the county. The goals and policies of the Monterey County General Plan are aimed at protecting and conserving listed species and their habitat, critical habitat, as well as coastal, marine and river environments. In addition, the Monterey County General Plan includes Policy OS-5.24 which requires all discretionary projects as well as roadway and public infrastructure projects provide movement opportunities for wildlife.

Cities in Monterey County

The City of Monterey's General Plan (City of Monterey 2019), adopted in January 2005 and last amended in June 2019, contains goals, policies, and programs related to biological resources in the Conservation Element and Open Space Element. Goal d. of the Conservation Element contains policies and programs to protect the character and composition of existing native vegetation communities and protect biological diversity represented by special-status

plant and wildlife species (Policies d.1, d.3, d.4, d.5, and d.6; Programs d.6.1 through d.6.6). Goals a. and b. in the Open Space Element recognizes that the Monterey Bay is the City's most significant natural resource and includes policies to preserve the Monterey Bay and the shoreline and beaches in providing access to the Monterey Bay as well as preserving specific areas for habitat conservation (Policies a.2, a.3, b.1, b.2, and b.4).

The Conservation/Open Space Element for the City of Salinas (City of Salinas 2006) includes Goal GOS-5 to protect and enhance the remaining identified and significant ecological and biological resources within and surrounding the community. This is supported by Policies COS-5.1 and -5.2 specifically protecting creek and river corridors as well as regional parks. The Conservation/Open Space Element also includes an Implementation Program with actions to implement the adopted General Plan Policies. The Implementation Program outlines the responsible implementing agency or department as well as source of funding for each action relating to ecological and biological resources.

San Benito County

The Natural and Cultural Resources Element of the San Benito County 2035 General Plan (San Benito County 2015) includes goals to protect the biological resources found within the county. The goals and policies are aimed at protecting and preserving wildlife habitat as well as other important habitat areas such as wetlands, as well as includes a goal to protect water quantity and quality in natural water bodies within the county. In addition, the San Benito County 2035 General Plan includes Policies NCR-2.6 and -2.7 aimed at protecting and promoting regeneration of oak woodlands and requires applicants to prepare a mitigation plan where oak impacts cannot be avoided, as well as Policy NCR-2.4 that indicates that the County shall protect and enhance wildlife migration and movement corridors and requires road and development sites to be designed to maintain habitat connectivity.

Cities in San Benito County

The City of Hollister General Plan (City of Hollister 2005), adopted in 2005 and amended in 2007, contains goals, policies, and implementation measures related to biological resources in the Natural Resources and Conservation Element. Goal NRC 1 contains policies and implementation measures to assure enhanced habitat for native plants and animals, and special protection for threatened or endangered species. Policies NRC 1.1 through NRC 1.7 support that goal and include specific implementation measures such as requiring wetlands delineations (NRC.X) and requiring pre-construction surveys for nesting raptors (NRC.U) and burrowing owls (NRC.K).

The City of San Juan Bautista's 2035 General Plan's Conservation Element (City of San Juan Bautista 2015) contains goals, objectives, policies, and programs related to biological resources. Goal CO 4 aims for the protection of wildlife and associated habitats through the protection of state and federally listed species and their critical habitats (Objective CO 4.1). Policy CO 4.1.1 is to comply with federal and state laws regarding the protection of special-status species and habitats.

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Santa Cruz County

The Conservation and Open Space Element of the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County 1994) includes objectives to protect the biological resources found within the county. The objectives and policies are aimed at maintaining biological diversity, preserving, protecting and restoring riparian corridors and wetlands, as well as other aquatic and marine habitats. The Santa Cruz General Plan and Local Coastal Program also includes Policies 5.1.1 through 5.1.11 aimed at protecting Environmentally Sensitive Habitat Areas.

Cities in Santa Cruz County

The City of Santa Cruz 2030 General Plan (City of Santa Cruz 2012) contains goals, policies, and actions related to biological resources in the Natural Resources and Conservation Element. Goal NRC 1 contains policies and actions to protect, enhance, and sustainably manage creek systems, riparian environments, and wetlands. Policies NRC 1.1 through 1.3 support that goal by requiring setbacks adjacent to creeks and wetlands (Action NRC 1.1.1), re-vegetating plants native to creeks and wetlands (Action NRC 1.1.4), and conserving creek, riparian, and wetland resources in the City (Action NRC 1.3.1).

The City of Watsonville’s Environmental Resources Management Element in their Draft 2030 General Plan Update’s goals, policies and implementation pertains to water conservation (City of Watsonville 2012). In service of Policy 11.1.1 to seek to protect ecologically sensitive areas, “The City shall protect ecologically sensitive areas and provide for their continued health through the use of appropriate setbacks and limitations on potentially detrimental activities.” (Implementation 11.1.14). Additionally, “the City shall support the restoration of riparian and wetland habitat by requiring it as a condition of development where it abuts private projects, and by seeking grants and other resources for restoration in other areas (Implementation 11.1.17).

Many cities within the AMBAG region have similar biological resources goals and policies in their respective general plans.

Fort Ord Habitat Management Plan/Conservation Plan

The 1997 Fort Ord Habitat Management Plan was created after the closure of the former Fort Ord to conserve nearly two-thirds of the former army base as open space. This would become the Fort Ord Multi-Species Habitat Conservation Plan (HCP) after the final EIR, which was published in May 2020, is certified. A public draft of the HCP was circulated in conjunction with final EIR. However, the HCP was never adopted, and the Fort Ord Reuse Authority has since ended its tenure.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Data used for this analysis include aerial photographs, topographic maps and data on special-status species and sensitive habitat information obtained from the CDFW CNDDDB (2021a) and BIOS (2021b), the CNPS Online Inventory of Rare and Endangered Plants (CNPS 2021), the USFWS IPaC (2021b), and accepted scientific texts to identify species. The USFWS Critical Habitat Mapper (2021c) and USFWS NWI (2021a) were also queried. Potential areas of disturbance associated with the 2045 MTP/SCS were compared to the identified biological resource occurrences to determine whether an impact may occur.

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact on biological resources:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

b. Project Impacts and Mitigation Measures

The following section describes biological resources impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Impacts and associated mitigation measures would apply in Monterey, San Benito, and Santa Cruz counties. Section 4.4.2.c summarizes the specific 2045 MTP/SCS transportation projects that could result in the types of biological resources impacts discussed below. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

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Threshold 1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

Impact BIO-1 IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD HAVE SUBSTANTIAL ADVERSE IMPACTS ON SPECIAL-STATUS PLANT AND ANIMAL SPECIES, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

For the purposes of this analysis, special-status plant and animal species include those designations described under Section 4.4.1.d above. Most of the transportation improvements proposed under the 2045 MTP/SCS consist of expansions or modifications of existing facilities. However, these projects would impact areas occupied by special-status plant and animal species. As mentioned above, there are 388 special-status species known to occur or with potential to occur within the AMBAG region. Seventy-one of these species are given high levels of protection by the federal government through listing under FESA or by the State government through listing under CESA or designation of Fully Protected status (animals only). The remaining species shown in Appendix D are protected through CEQA and/or through local ordinances. Most special-status species have very limited ranges within the subject counties and have specific habitat requirements. Many special-status species may also tend to be associated with sensitive habitats, such as riparian habitats and drainages.

Because of the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation projects on special-status species is not possible. As noted in Section 2.5.2, future projects envisioned in the 2045 MTP/SCS are planned and designed, site specific environmental review will be conducted by the agencies responsible for implementing such projects. In the event that impacts to listed species would occur, an incidental take permit would be required from CDFW, USFWS, and NMFS (where applicable) in compliance with CESA and ESA. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, significant impacts would therefore occur.

For example, transportation projects such as those that occur over or in the vicinity of rivers and creeks are within suitable habitat for species such as California red-legged frog (Federally Threatened and State Species of Special Concern), steelhead – South-Central California Coast DPS (Distinct Population Segment), steelhead – Central California Coast DPS (both DPS are federally threatened and state SSC) and Coho Salmon – Central California Coast ESU (Evolutionary Significant Unit) (federally endangered and state endangered). Many of the creeks and rivers found within coastal watersheds, such as those in Monterey and Santa Cruz counties, are considered accessible by steelhead and currently support or have historically supported steelhead and Coho salmon populations (Santa Cruz County 2015b).

In addition to the rivers and creeks that may be impacted, future transportation projects under the 2045 MTP/SCS could impact upland habitats and the sensitive species that may

occupy them. For example, coast horned lizards (*Phrynosoma blainvillii*), a State SSC, may be present in scrub, grassland, and some woodland habitats near roads where projects could occur. The federally threatened and state threatened California tiger salamander can also occupy annual grassland habitats containing small mammal burrows if such habitat is within 1.24 miles (the dispersal distance of the species) of known or potentially suitable breeding habitat. Several special-status bat species may be affected by proposed projects where they occur under bridges or similar structures, or in native habitat adjacent to construction areas. Furthermore, the wide variety of habitats within the 2045 MTS/SCS area can support many species of nesting birds, including sensitive species such as the state Fully Protected white-tailed kite (*Elanus leucurus*) and the state SSC burrowing owl (*Athene cunicularia*). Disturbance of special-status plants could result in reductions in local population size, habitat fragmentation, or lower reproductive success.

Direct impacts to special-status species include injury or mortality occurring during implementation and/or operation of transportation projects under the 2045 MTP/SCS. Direct impacts also include habitat modification and loss such that it results in mortality or otherwise alters foraging and breeding behaviors substantially enough to cause injury. Indirect impacts could be caused by the spread of invasive non-native species that out-compete native species and/or alter habitat towards a state that is unsuitable for special-status species. For example, the spread of certain weed species can reduce the biodiversity of native habitats, potentially eliminating special-status plant species and reducing the availability of suitable forage and breeding sites for special-status animal species. Indirect impacts could also result from increased access by humans and domestic animals, particularly in areas where trails may be planned. Increased human and domestic animal (especially dog and cat) presence disrupt the normal behaviors of native animal species and foster the spread of non-native invasive plant species.

In addition to direct and indirect impacts that may result from transportation improvement projects, the 2045 MTP/SCS also contains a future land use scenario that emphasizes infill development and transit oriented development (TOD). This land use scenario focuses future development concentrated in existing urbanized areas, which would minimize impacts to biological resources in non-urbanized areas. However, it is possible that sensitive plant and animal species would be located on future infill and TOD sites, as well as more undeveloped project sites; undeveloped site may also be subject to increased wildfire risks discussed in Section 4.17, Wildfire. As a result, future development projects would impact plant and animal species that may be present on or in proximity to undeveloped areas. Many special-status animal species are associated with creeks even in the most densely developed urban areas. Both native and non-native trees and shrubs throughout urban areas may support nesting birds and other sensitive species, such as monarch butterflies (*Danaus plexippus*). Impacts of land use projects would be significant because substantial adverse effects on special-status species would occur.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation

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measures for applicable transportation projects identified in Appendix B, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

BIO-1(a) Biological Resources Screening and Assessment

On a project by project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources. Depending on the results of the BRA, design alterations, further technical studies (i.e., protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following mitigation measures [BIO-1(b) through BIO-1(j)] shall be incorporated only as applicable into the BRA for projects where specific resources are present or may be present and impacted by the project.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-1(b) Special-Status Plant Species Surveys

If completion of the project specific BRA determines that special-status plant species have potential to occur on-site, the implementing agency shall require surveys for special-status plants to be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special-status plant species are identified, mitigation measure BIO-1(c) shall apply.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and

environmental review, prior to project construction but no earlier than one year before construction commences.

BIO-1(c) Special-Status Plant Species Avoidance, Minimization and Mitigation

If state- or federally listed and/or CRPR 1 and 2 species are found during special-status plant surveys [pursuant to mitigation measure BIO-1(b)], then the implementing agency shall require the project to be re-designed to avoid impacting these plant species to the extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special-status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special-status plants species cannot be avoided and would be impacted by a project implemented under the 2045 MTP/SCS, the implementing agency shall require all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.

BIO-1(d) Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys

If the BRA determines that suitable habitat may be present for federally and/or state endangered or threatened animal species, the implementing agency shall require protocol habitat assessments/surveys to be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure BIO-1(e) shall apply.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.

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BIO-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation

If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall require re-design of the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat.

Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.

If on and/or off site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to issuance of project construction permits and approvals.

BIO-1(f) Endangered/Threatened Species Avoidance and Minimization During Construction

The implementing agency shall apply the following measures to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (measure BIO-1[a]).

- Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot

buffer. If any life stage of federal and/or state listed species is found within the survey area, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.

- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern shall have highly visible orange construction fencing.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are being fully implemented.
- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW.
- All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each workday, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.

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- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to and ongoing through project construction.

BIO-1(g) Non-Listed Special-Status Animal Species Avoidance and Minimization

Depending on the species identified in the BRA, the implementing agency shall select from among the following to reduce the potential for impacts to non-listed special-status animal species:

- Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization) to identify all special-status animal species that may occur on-site. All non-listed special-status species shall be relocated from the site. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special-status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results.
- If special-status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special-status bats, in consultation with the CDFW, where suitable roosting habitat is present. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step.
 - If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.
 - If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts shall be determined through consultations with the CDFW.
 - If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to, during, and after project construction.

BIO-1(h) Preconstruction Surveys for Nesting Birds

For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist retained by the implementing agency no more than 10 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 250 to 500 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest.

For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented once prior to commencement of project construct and then during construction activities if needed.

BIO-1(i) Worker Environmental Awareness Program (WEAP)

Prior to initiation of construction activities, all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist retained by the implementing agency, to aid workers in recognizing special-status resources and review of the limits of

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construction and mitigation measures required. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Compliance with the above mitigation measures would reduce impacts to special-status species and their habitat to less than significant levels because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project related disturbance or loss of special-status species, compensation for disturbed or loss of special-status species habitat and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts to special-status species can be mitigated to a less than significant level for all species. Additionally, complete avoidance is the only mitigation for fully protected species, which may not be feasible under some circumstances. There are no other feasible potential mitigation measures. Therefore, impacts would remain significant and unavoidable.

Threshold 2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

Threshold 3: Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means

Impact BIO-2 IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD RESULT IN SUBSTANTIAL ADVERSE IMPACTS ON SENSITIVE HABITATS, INCLUDING SENSITIVE NATURAL COMMUNITIES, AND STATE AND FEDERALLY PROTECTED WETLANDS. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Transportation improvement projects and land use development that may be implemented under the 2045 MTP/SCS have the potential to impact sensitive habitats, including sensitive natural communities and wetlands, as mapped on Figure 4.4-4, Figure 4.4-5, and Figure 4.4-6. Due to the programmatic nature of this analysis, the extent and severity of the impacts is currently unknown. Some examples of potential impacts include but are not limited to: construction and reconstruction/widening of bridges over rivers and creeks, including the

Salinas River, San Benito River, Branciforte Creek and Soquel Creek. These types of projects would have potential to impact riparian areas, as well as water bodies. In addition, projects such as multiuse trails and bike paths may also involve development along riparian corridors or construction of bridges across rivers and creeks. Riparian areas provide wildlife habitat and movement corridors, enabling both terrestrial and aquatic organisms to move along river systems between areas of suitable habitat. Construction of the proposed facilities could have both direct impacts associated with the disturbance of riparian flora and fauna and indirect impacts caused by increased erosion and sedimentation, which can adversely affect downstream water quality. Construction could also impact aquatic features protected by CDFW and require a Lake and Streambed Alteration Agreement. These features include rivers, streams, and lakes, including the banks of these features.

In addition, other sensitive habitats, including oak woodlands, could occur at locations of transportation improvement projects and land use development sites. As noted in Section 4.4.1.c, vegetation Alliances with State ranks of S1-S3 are considered imperiled and thus, potentially of special concern and sensitive (CDFW 2020). Impacts to these sensitive communities, including oak woodlands, would be significant.

Direct impacts to sensitive habitats include loss of habitat during construction of individual projects. Indirect impacts include habitat degradation caused by the introduction of invasive plant species incidentally from construction equipment and through selection of invasive landscape plants, as well as erosion of disturbed areas.

The future land use scenario envisioned by the 2045 MTP/SCS would emphasize development within existing urbanized areas, although some development would occur in more undisturbed areas. As a result, future infill and TOD projects are likely to result in only limited impacts riparian habitat or sensitive habitat, though areas that have been relatively free of ground disturbance may contain sensitive native habitats such as central dune scrub, oak woodlands, or northern maritime chaparral or other vegetation alliances and associations that are deemed sensitive by the CDFW. Furthermore, some areas mapped by CWHR as somewhat disturbed habitats, such as annual grasslands, may at the local scale include sensitive native vegetation with unique assemblages of native plants, such as areas dominated by native wildflowers, vernal pools and native grasslands. Impacts would be significant.

In conclusion, implementation of the 2045 MTP/SCS would have substantial adverse impacts on sensitive habitats, including sensitive natural communities, and state and federally protected wetlands, and this impact is therefore significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects

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implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

BIO-2(a) Aquatic Resources Delineation and Impact Avoidance

If the results of measure BIO-1(a) indicates projects implemented under the 2045 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC, a qualified biologist shall complete an aquatic resources delineation in accordance with the requirement set forth by each agency. The result shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the extent feasible. The delineation shall serve as the basis to identify potentially jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure B-2(f).

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-2(b) Wetlands, Drainages, and Riparian Habitat Restoration

Impacts to jurisdictional wetlands, drainages, and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist retained by the implementing agency, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and submittal to the regulatory agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-2(c) Landscaping Plan

If landscaping is proposed for a specific project, a qualified biologist/landscape architect retained by the implementing agency shall prepare a landscape plan. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be

regionally appropriate native species that are known to occur in the adjacent native habitat types.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-2(d) Sensitive Natural Community Avoidance and Mitigation

If the results of measure BIO-1(a) indicates projects implemented under the 2045 MTP/SCS would impact sensitive natural communities in addition to riparian habitat which is addressed by Measure BIO-2(b), the implementing agency shall avoid impacts to sensitive natural communities through final project design modifications if feasible.

If the implementing agency determines that sensitive natural communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist based on any applicable resource agency guidelines. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the implementing agency.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-2(e) Invasive Weed Prevention and Management Program

Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist retained by the implementing agency to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, limit the use of imported soils for fill. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.

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- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil after construction or transport the topsoil to a permitted landfill for disposal.
- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project.
- All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.

BIO-2(f) Wetlands, Drainages, and Riparian Habitat Best Management Practices During Construction

The following best management practices shall be required by the implementing agency for development within or adjacent to wetlands, drainages, or riparian habitat:

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.
- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat.
- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to

the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review, and implemented prior to project construction and during construction activities.

Significance After Mitigation

Compliance with the above mitigation measures would reduce impacts to sensitive communities and wetlands to less than significant levels because the mitigation measures require focused biological surveys, best management practices to avoidance or minimization impacts, compensation for disturbed or loss of sensitive communities and wetlands and coordination with permitting agencies, as required prior to project implementation. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level for all sensitive habitats. There are no other feasible potential mitigation measures. As such, impacts would remain significant and unavoidable.

Threshold 4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

Impact BIO-3 IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD SUBSTANTIALLY INTERFERE WITH WILDLIFE MOVEMENT, INCLUDING FISH MIGRATION, AND/OR IMPEDE THE USE OF A NATIVE WILDLIFE NURSERY. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As discussed above in Section 4.4.1, *Setting*, the AMBAG region contains three mapped ECAs (CDFW 2021b). These areas are composed primarily of wildlands but also include some agricultural and developed areas (mostly rural residential) and many are bisected by major roadways. As such, several transportation projects in the 2045 MTP/SCS may overlap with areas of mapped ECAs or other locally important wildlife movement corridors including rivers and watercourses within the region.

Transportation infrastructure projects in the 2045 MTP/SCS primarily involve expansion of existing facilities in urbanized or already developed areas, rather than the construction of new or extension of existing infrastructure into undeveloped portions of each county. However, expansion of existing roadways can decrease connectivity as widening of roads creates a larger barrier and make movement more difficult, especially if roadways prior to widening and expansion were narrow enough and traffic volumes low enough that movement was still possible. Construction of new roadways and crossings (across rivers and drainages) would introduce new potential barriers to movement. In addition to the roadways

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themselves, transportation improvement projects could include new segments of fencing or walls that could hinder wildlife movement. Temporary disruption of wildlife movement could also occur during construction if temporary water diversions are required for projects located within creeks and rivers. For example, temporary water diversions may impact movement of native and migratory salmonid species. Likewise, improperly designed culverts beneath roadways can impede fish migration. In addition, construction activity and noise could also temporarily alter the behavior wildlife in the area and therefore temporarily disrupt wildlife movement patterns.

New roadways, bike paths, and trails would also increase human activity in areas where sensitive biological resources could occur and have the potential to indirectly disrupt behavior of animals which could in turn disrupt wildlife movement patterns. In particular, proposed bridge, trail and bikeway and new road construction projects could increase human activity (and domestic animals) in the vicinity of riparian areas, wildlife nurseries or corridors and potentially sensitive habitats. Increased noise and human presence during construction, as well as increased trash which may attract predators to the project site and discourage wildlife use of surrounding natural habitat.

The future land use scenario envisioned by the 2045 MTP/SCS would encourage infill and TOD within existing urbanized areas. The majority of the future infill and TOD projects would likely be in areas that provide limited or no wildlife movement, although some development would occur in more undisturbed areas. However, even the elimination of limited wildlife movement opportunities could further isolate areas of native habitat occupied by both sensitive and common native wildlife species.

As noted in Section 4.4.1.f, the County of Monterey and County of San Benito general plans include policies that require projects within the region to be designed to maintain wildlife movement and habitat connectivity. Nevertheless, based on the above analysis, impacts related to transportation projects and impacts related to the future land use scenario envisioned by the 2045 MTP/SCS would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

BIO-3(a) Project Design for Wildlife Connectivity

The implementing agency shall implement the following measures. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Where fencing or other project components is required for public safety concerns, these project

components shall be designed to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; and
- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-3(b) Maintain Connectivity in Drainages

The implementing agency shall implement the following measures. Permanent structures shall be avoided to the extent feasible within any drainage or river that serves as a wildlife migration corridor that would impede wildlife movement.

In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.

If water is to be diverted around work sites, a diversion plan shall be submitted to the implementing agency for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

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IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

BIO-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife

The following construction best management practices shall be incorporated by the implementing agency into all grading and construction plans to minimize temporary disruption of wildlife, which could hinder wildlife movement:

- Designation of a 20 mile per hour speed limit in all construction areas.
- Daily construction work schedules shall be limited to daylight hours only.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on project site during construction.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be implemented prior to the issuance or project grading and construction permits.

Significance After Mitigation

Compliance with the above mitigation measures would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2045 MTP/SCS. No additional feasible mitigation measures are available to reduce impacts on wildlife movement. Therefore, impacts would remain significant and unavoidable.

Threshold 5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

Impact BIO-4 IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Protected trees and other biological resources which are protected by city and/or county ordinances and/or policies would to be encountered at the locations where projects administered under the 2045 MTP/SCS would occur and therefore there is potential for conflict with local ordinances and/or policies. Most of the transportation projects in the 2045 MTP/SCS are expansions or maintenance of existing roads. Because ground disturbances would be fairly limited as a result, the removal of native trees and disturbances to other biological resources protected by local policies or ordinances would likely be minimal for most projects. However, some transportation projects in the 2045 MTP/SCS would occur in more undisturbed and potentially biologically sensitive areas. As such, there remains the potential for conflict with local policies and ordinances from construction of individual transportation projects.

In addition to potential conflicts with local policies and/or ordinances that may result from transportation improvement projects, the 2045 MTP/SCS also contains a future land use scenario that emphasizes infill development and TOD. This land use scenario focuses future development concentrated in existing urbanized areas, although some development would occur in more undisturbed areas. There remains the potential for conflict with local policies and ordinances from development associated with the future land use scenario.

All future development projects as part of the future land use scenario as well as the transportation projects proposed for implementation under the 2045 MTP/SCS would be required to follow city and county development requirements, including compliance with local policies, ordinances and applicable permitting procedures related to protection biological resources. Project level analysis would identify significant conflicts with local policies and ordinances as well as minimize, mitigate or avoid those impacts through the design, siting and permitting process; and provide mitigation for any significant impacts as a condition of project approval and permitting. Therefore, the potential for development projects under the future land use scenario as well as proposed transportation projects to conflict with local policies or ordinances protecting biological resources is less than significant.

Mitigation Measures

None required.

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Threshold 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Impact BIO-5 **IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THERE WOULD BE NO IMPACT.**

There are no adopted regional Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans within Monterey, San Benito, and Santa Cruz counties at the time of Draft EIR preparation and therefore no conflict with the 2045 MTP/SCS would occur. As described in Section 4.4.2, *Regulatory Setting*, the Fort Ord HCP is in development but is not yet adopted or approved. Therefore, no conflicts would occur as they relate to conflicts with existing adopted or approved local, regional, or state conservation plans.

Mitigation Measures

None required.

c. Specific MTP/SCS Projects that May Result in Impacts

All 2045 MTP/SCS transportation projects listed in Appendix B have potential to create significant biological impacts. All 2045 MTP/SCS transportation projects that require new construction or landscaping as well as any project that have project components or disturbance limits that are not entirely located within existing paved surfaces may result in impacts as discussed in impacts BIO-1 through BIO-3. Additional site specific analysis would need to be conducted as the individual projects are implemented in order to determine the project specific magnitude of the impact. Mitigation measures discussed above would apply to these specific projects.

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4.5 Cultural Resources

This section analyzes impacts to historical and archaeological resources within the AMBAG region. Tribal cultural resources are addressed in Section 4.16.

4.5.1 Setting

a. Prehistoric Background

The prehistoric populations of the AMBAG region included the Esselen, Costanoan, Salinan, and Northern Valley Yokuts. Monterey County was occupied by the Esselen in the west, the Costanoan in the north, and the Salinan to the south. The Costanoan occupied the northwestern portion of San Benito County; the Northern Valley Yokuts were in the southeastern part of the county, and the Salinan occupied the southwestern area of San Benito County. The Costanoan also occupied Santa Cruz County.

The Esselen inhabited the upper Carmel Valley in the Santa Lucia Mountains between Point Sur and Lopez Point, with their inland boundary extending to just east of the Salinas River. The Esselen occupied seasonal villages depending on resource availability (Breschini and Haversat 2001).

Costanoan territory extended from the point where the San Joaquin and Sacramento rivers issue into the San Francisco Bay to Point Sur, 135 miles south of San Francisco, with the interior Coast Ranges likely constituting their inland boundary (Kroeber 1925). The Costanoan were semi-sedentary with a settlement system characterized by base camps of tule reed houses and seasonal specialized camps (Skowronek 1998). Subsistence was based on hunting, gathering, and fishing. Mussels and acorns were particularly important food resources (Kroeber 1925, Skowronek 1998).

Salinan territory ranged from Carmel Valley south to Morro Bay. They occupied permanent villages. Salinan subsistence was centered on the gathering of acorns and other edible plants and the hunting of animals such as dove, quail, rabbit, and deer (Taylor 2013).

Northern Valley Yokut populations were concentrated along waterways in the San Joaquin River. Settlements typically comprised single-family dwellings, sweatshouses, and ceremonial structures. Subsistence activities focused on areas in the San Joaquin Valley with water resources, emphasizing salmon and acorns.

b. Historic Background

Europeans first visited the Monterey Coast in 1602 when Sebastian Vizcaíno arrived (Bean 1968). The Spanish presidio and mission, which was later moved to Carmel, were established by Captain Gaspar de Portolá in Monterey in 1770; they served as the capital of the California missions until 1803 (Bean 1968: 40; Johnson 1979:83). Mission San Antonio de Padua, in southern Monterey County, was founded in 1791. Missions Santa Cruz, located in the current city of Santa Cruz and Nuestra Señora de la Soledad, in central Monterey County, were founded in 1791. Mission San Juan Bautista, in northwestern San Benito County, was founded

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in 1797 (Bean 1968, 45). The Mission Period was characterized by the acculturation of Native American populations into the Mission system of sedentary lifestyles and cultivation (rather than hunting and gathering), and the conversion to Christianity.

In 1791, Comandante General Pedro de Nava authorized the establishment of presidial pueblos (civilian lands around military forts) with detailed regulations for their organization. The Pueblo of Monterey grew in population as Spanish soldiers married and raised families or retired to this location. In 1796, Marques de Branciforte and Governor Diego de Borica created the Villa de Branciforte adjacent to Mission Santa Cruz lands, a pueblo to be colonized by retired soldiers and their families. However, no soldiers could be convinced to move to the Villa de Branciforte and the settlement failed (Bean 1968).

In 1822, the word of Mexico's independence from Spain arrived in California. Hallmarks of the Mexican Period in California include the secularization of mission lands, which was fully accomplished by 1836, and the issuance of large and numerous land grants to soldiers and prominent citizens. The Treaty of Guadalupe Hidalgo was signed in 1848, ending the Mexican American War and officially making California a territory of the United States. U.S. jurisdiction over California had really begun two years earlier, when on July 7, 1846, Commodore John D. Sloat raised the U.S. flag after the "Battle of Monterey," after 50 U.S. Marines and 100 Navy sailors landed unopposed and captured the city without firing a shot. The Gold Rush brought a multitude of new settlers to California in 1848 and the construction of the transcontinental railroad in 1869 contributed further to California's population boom.

Monterey and Santa Cruz counties were created in 1850 as two of the original counties in California. San Benito County was separated from Monterey County in 1874. Early American settlements in the area developed around the residences of earlier Hispanic settlers and on new colony settlements.

c. Cultural Resources Inventory

To compile a listing of recognized significant historic and prehistoric resources in Monterey, San Benito, and Santa Cruz counties, information was obtained from the State Office of Historic Preservation. The statewide Historical Resources Inventory is not available for public review according to the *California Historical Information System Information Center Rules of Operation Manual* (Section III.A). Therefore, this section does not include a complete list of all recorded cultural resources in the AMBAG region. The Historical Resources Inventory would be consulted after the determination of an Area of Potential Effect under project level analysis of MTP/SCS transportation projects.

Table 4.5-1, Table 4.5-2, and Table 4.5-3 present identified cultural resources in Monterey, San Benito, and Santa Cruz counties respectively. Included in each table are sites listed on the National Register of Historic Places (National Register), sites designated as a California State Landmark, sites listed in the California Register of Historical Resources (California Register) and those that are considered California Points of Historical Interest. The National Register, authorized by the National Historic Preservation Act (NHPA), lists the Nation's significant cultural resources. Resources listed in the National Register are protected under

the NHPA. The State Office of Historic Preservation maintains the California Register, which lists cultural resources important to the history of California; these are protected under CEQA. California Points of Historical Interest refers to resources of local significance.

Table 4.5-1 Monterey County Historical Resources

City or Community	Resource Name	National Register	State Landmark	California Register	Point of Historical Interest
Pacific Grove	Asilomar Conference Grounds	X			
Carmel Valley	Berwick Manor and Orchard	X			
Monterey	Black, Mary C. W., Studio House	X			
Salinas	Black, Samuel M., House	X			
Salinas	Bontadelli, Peter J., House	X			
Salinas	Boronda, Jose Eusebio, Adobe	X			
Monterey	Bromfield/Berne House			X	
Pacific Grove	Buck, Frank Laverne House	X			
Carmel	Carmel Mission	X			
Monterey County	Carmel Valley Road-Boronda Road Eucalyptus Trees	X			
Monterey	Casa De Oro		X		
Castroville	Castroville Japanese Language School	X			
Pacific Grove	Centrella Hotel	X			
Pacific Grove	Chautauqua Hall		X		
Monterey	Colton Hall		X		
Gonzales	Community Church of Gonzales	X			
King City	Cueva Pintada	X			
Monterey	Custom House	X	X		
Big Sur	Deetjen's Big Sur Inn	X			
Jolon	Dutton Hotel, Stagecoach Station	X			
Monterey	El Castillo	X			
Monterey	Finch, James W., House	X			
Salinas	First and Second Filipino Regiments Monument				X
Monterey	First Theater in California		X		
Gonzales	Gabilan Lodge No. 372- Independent Order of Odd Fellows	X			
Jolon	Gil, Jose Mario, Adobe	X			
Watsonville	Glass House, Casa Materna of the Vallejos		X		
Pacific Grove	Gosby House Inn	X			

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City or Community	Resource Name	National Register	State Landmark	California Register	Point of Historical Interest
Monterey	Gutierrez Adobe		X		
Salinas	Hill Town Ferry		X		
Monterey	House of Four Winds		X		
Monterey	House of Governor Alvarado		X		
Carmel	Jeffers, Robinson, House	X			
Salinas	José Eusebio Boronda Adobe Casa		X		
King City	King City Joint Union High School Auditorium	X			
Lucia	Kirk Creek Campground	X			
Salinas	Krough House	X			
Monterey	Landing Place of Sebastian Vizcaino and Fray Junípero Serra		X		
Monterey	Larkin House		X		
Monterey	Larkin House	X			
Soledad	Los Coches Rancho	X			
Monterey	Marsh, G.T. and Sons	X			
Monterey	Merritt, Josiah, Adobe	X			
King City	Milpitas Ranch House	X			
Soledad	Mission Nuestra Señora de la Soledad		X		
King City	Mission San Antonio de Padua		X		
Carmel	Mission San Carlos Borroméo de Carmelo	X	X		
Salinas	Monterey County Jail	X			
Monterey	Monterey Old Town Historic District	X			
Salinas	Nesbitt, Sheriff William Joseph, House	X			
Monterey	Old Pacific House		X		
Pebble Beach	Olvida Penas	X			
Carmel By-the-Sea	Outlands in the Eighty Acrea	X			
Monterey	Pacific Biological Laboratories	X			
Aromas	Pajaro River				X
Monterey	Parmelee, Lou Ellen House	X			
Pacific Grove	Point Pinos Lighthouse	X			
Big Sur	Point Sur Light Station	X			
Pajaro	Porter-Vallejo Mansion				

Environmental Impact Analysis
Cultural Resources

City or Community	Resource Name	National Register	State Landmark	California Register	Point of Historical Interest
Big Sur	Post, Joseph W., House	X			
Salinas	Rancho Las Palmas	X			
San Lucas	Rancho San Lucas	X			
Soledad	Richardson Adobe		X		
Monterey	Robert Louis Stevenson House	X	X		
Monterey	Royal Presidio Chapel	X			
Figueroa	Royal Presidio Chapel of San Carlos Borroméo		X		
Jolon	San Antonio De Padua Mission	X			
Salinas	Sargent, B. V., House	X			
Greenfield	Site Number 4 MNT 85	X			
Salinas	Site of the Battle of Natividad		X		
Monterey	Soberanes Adobe		X		
Salinas	Steinbeck, John House	X			
Monterey	Stevenson House	X			
Carmel-by-the-Sea	Sunset Center	X			
Salinas	Temporary Detention Camps for Japanese Americans-Salinas Assembly Center		X		
Jolon	Tidball Store	X			
Pacific Grove	Trimmer Hill	X			X
Monterey	Vásquez House		X		
Monterey County	Whaler's Cabin	X			

Source: California Office of Historic Preservation 2021

Table 4.5-2 presents identified cultural resources in San Benito County, where there are 12 National Register listings, five California State Landmarks, two Points of Historical Interest, and no California Register listings.

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Table 4.5-2 San Benito County Historical Resources

City or Community	Resource Name	National Register	State Landmark	Point of Historical Interest
San Juan Bautista	Anza House	X		
San Juan Bautista	Castro House		X	
Soledad	Chalone Creek Archaeological Sites	X		
Hollister	Downtown Hollister Historic District	X		
San Juan Bautista	Fremont Peak		X	
Hollister	Hawkins, Joel and Rena, House	X		
Hollister	Hollister Carnegie Library	X		
San Juan Bautista	Marentis House	X		
Hollister	McCallum, Roy D. House	X		
San Juan Bautista	Mission San Juan Bautista and Plaza		X	
Hollister	Monterey Street Historic District	X		
San Benito County	New Idria Mine		X	
San Juan Bautista	The Pear Tree			X
San Juan Bautista	Plaza Hotel	X	X	
San Juan Bautista	Rozas House	X		
San Juan Bautista	San Juan Bautista Congregational Church, Glad Tidings Chu			X
San Juan Bautista	San Juan Bautista Plaza Historic District	X		
San Juan Bautista	Wilcox, Benjamin, House	X		

Source: California Office of Historic Preservation 2021

Table 4.5-3 presents identified cultural resources in Santa Cruz County. Within Santa Cruz County there are 43 National Register listings, seven California State Landmarks, seven Points of Historical Interest and no California Register listings.

Table 4.5-3 Santa Cruz County Historical Resources

City or Community	Resource Name	National Register	State Landmark	Point of Historical Interest
Santa Cruz	Bank of Santa Cruz County	X		
Aptos	Bayview Hotel	X		
Big Basin	Big Basin Redwoods State Park		X	
Watsonville	Bockius, Godfrey M., House	X		
Santa Cruz	Branciforte Adobe	X		
Santa Cruz	Brown, Allan, Site	X		
Santa Cruz	Carmelita Court	X		

Environmental Impact Analysis
Cultural Resources

City or Community	Resource Name	National Register	State Landmark	Point of Historical Interest
Watsonville	Castro, Jose Joaquin, Adobe	X		
Santa Cruz	Cope Row Houses	X		
Santa Cruz	Cowell Lime Works Historic District	X		
Davenport	Davenport Jail	X		
Freedom	Discovery of California Redwoods			X
Santa Cruz	Evergreen Cemetery			X
Felton	Felton Covered Bridge	X	X	
Felton	Felton Presbyterian Church	X		
Santa Cruz	Garfield Park Branch Library	X		
Santa Cruz	Glen Canyon Covered Bridge	X		
Scotts Valley	Glenwood		X	
Santa Cruz	Golden Gate Villa	X		
Santa Cruz County	Grace Episcopal Church	X		
Capitola	Hihn Building	X		
Capitola	Hihn Building, Superintendent's Office			X
Santa Cruz	Hinds, A. J., House	X		
Santa Cruz	Hotel Metropole	X		
Watsonville	Judge Lee House	X		
Watsonville	Lettunich Building	X		
Santa Cruz	Live Oak Ranch	X		
Santa Cruz	Looff Carousel and Roller Coaster on the Santa Cruz Beach Boardwalk	X		
Watsonville	Madison House	X		
Watsonville	Mansion House Hotel	X		
Santa Cruz	Mission Hill Area Historic District	X		
Scotts Valley	Mountain Charlie Big Tree			X
Santa Cruz	Neary-Rodriguez Adobe	X		
Santa Cruz	Octagon Building	X		
Capitola	Old Riverview Historic District	X		
Ben Lomond	Phillpshurst-Riverwood	X		
Santa Cruz	Rancho San Andrés Castro Adobe		X	
Watsonville	Redman House	X		
Capitola	Rispin Mansion	X		
Santa Cruz	Robinson, Elias H., House	X		
Santa Cruz County	Sand Hill Bluff Site			X
Santa Cruz	Santa Cruz Beach Boardwalk		X	

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City or Community	Resource Name	National Register	State Landmark	Point of Historical Interest
Santa Cruz	Santa Cruz County Hall of Records- Octagon Building			X
Santa Cruz	Santa Cruz Downtown Historic District	X		
Scotts Valley	Scott, Hiram D., House	X		
Santa Cruz	Site of Center of Villa de Branciforte		X	
Capitola	Six Sisters-Lawn Way Historic District	X		
Watsonville	Stoesser Block and Annex	X		
Capitola	Superintendent's Office		X	
Felton	Toll House, Toll House Resort Motel			X
Santa Cruz	US Post Office- Santa Cruz Main	X		
Aptos	Valencia Hall	X		
Capitola	Venetian Court Apartments	X		
Santa Cruz	Veterans Memorial Building	X		
Watsonville	Watsonville City Plaza	X		
Watsonville	Watsonville-Lee Road Site	X		

Source: California Office of Historic Preservation 2021

4.5.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 (NHPA), as amended, is the primary mandate governing projects under federal jurisdiction that may affect cultural resources. Section 106 of the NHPA requires federal agencies, or those they fund or permit, to consider the effects of their actions on the properties that may be eligible for listing or that are listed in the National Register. The regulations implementing Section 106 are codified in 36 CFR Part 800. To determine whether an undertaking could affect National Register-eligible properties, cultural resources must be inventoried and evaluated for listing in the National Register. The criteria applied to evaluate the significance of cultural resources are defined as follows.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and that have any of the following characteristics:

- (a) Associated with events that have made a significant contribution to the broad patterns of our history
- (b) Associated with the lives of persons significant in our past

- (c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- (d) Have yielded, or may be likely to yield, information important in prehistory or history

The Department of Transportation Act

Passed in 1966, the Department of Transportation Act (49 United States Code 303, formerly 49 United States Code 1651(b)(2) and 49 United States Code 1653f) includes Section 4(f), which states that the Federal Highway Administration and other U.S. Department of Transportation agencies cannot approve the use of land from public and private historical sites unless certain conditions apply. These conditions are the following: If there is no feasible and prudent avoidance alternative to the use of land, and if the action includes all possible planning to minimize harm to the property resulting from such use; or if the Federal Highway Administration determines the use of the property will have a *de minimis* impact.

Archaeological Resources Protection Act of 1979 (ARPA)

This regulation was enacted to protect archaeological resources and sites that are on public lands and tribal lands, to foster increased cooperation and exchange of information between government representatives, the professional archaeological community, and private individuals. Section 4 of the statute and Sections 16.5-16.12 of the uniform regulations describe the requirements that must be met before federal authorities can issue a permit to excavate or remove any archaeological resource on federal or tribal lands. The curation requirements of artifacts, other materials excavated or removed, and the records related to the artifacts and materials are described in Section 5 of the ARPA. This section also authorizes the Secretary of the Interior to issue regulations describing in more detail the requirements regarding these collections.

b. State Laws, Regulations, and Policies

California Register of Historical Resources

The California Register of Historical Resources (CRHR) program was designed for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. A historical resource can include any object, building, structure, site, area, or place that is determined to be historically or archaeologically significant. The CRHR is an authoritative guide to the state's significant archaeological and historic architectural resources. The list of these resources can be used for state and local planning purposes, the eligibility determinations can be used for state historic preservation grant funding and listing in the CRHR provides a certain measure of protection under CEQA.

California Historical Landmarks Program

The Historical Landmarks Program was instated to register buildings or landmarks of historical interest. Historical Landmarks are defined as sites, buildings, or features that have

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a statewide historical, cultural, anthropological, or other significance. To be designated as a Historical Landmark by the Director of California State Parks, the resource must meet set criteria, be recommended for designation by the State Historical Resources Commission and be approved by the property owners. The goals of the program include the preservation and maintenance of registered landmarks, most of which include missions, early settlements, battles, and gold rush sites (PRC Sections 5020.4, 5021, 5022, 5022.5, 5031 and 5032).

California Environmental Quality Act

Archaeological Resources

CEQA requires lead agencies to consider whether projects would affect unique archaeological resources. PRC Section 21083.2(g) states that “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions. And there is a demonstrable public interest in that information
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person

Impacts to Historical Resources

Section 15064.5 of the *State CEQA Guidelines* states that “a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” The *State CEQA Guidelines* (Section 15064.5(a)) define an “historical resource” as including the following:

- A resource listed in, or eligible for listing in, the California Register of Historical Resources
- A resource listed in a local register of historical resources (as defined at PRC Section 5020.1(k))
- A resource identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g)
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. (Generally, a resource is considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR)

State CEQA Guidelines (Section 15064.5(b)[1]) define “substantial adverse change” as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially

impaired.” Generally, the significance of a historical resource is “materially impaired” when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in or eligibility for the CRHR, or its inclusion in a local register of historical resources (*State CEQA Guidelines* Section 15064.5(b)(2)).

Standard Mitigation Measures Under CEQA

HISTORICAL RESOURCES

Mitigation measures for historical resources impacts are discussed in *State CEQA Guidelines* Section 15126.4. Generally, by following the Secretary of the Interior’s Standards for the Treatment of Historic Properties or the Secretary of the Interior’s Standards for Rehabilitation, impacts can be considered as mitigated to a level less than significant. For historical resources that are archaeological sites, according to the *State CEQA Guidelines* Section 15126.4(b)(3), public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature.

UNIQUE ARCHEOLOGICAL RESOURCES

A cultural resource is also significant if it is a unique *archaeological resource*, which is defined in §21083.2(g) as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person

If an archaeological resource qualifies as a “historical resource,” potential adverse impacts must be considered in the same manner as a historical resource *State CEQA Guidelines* Section 15064.5(c)(2)). If the archaeological site does not qualify as a historical resource but does qualify as a unique archaeological resource, then the archaeological site is treated in accordance with PRC Section 21083.2 (*State CEQA Guidelines* Section 15064.5(c)(3)).

California Public Resources Code Section 5024 and State-Owned Lands

Historical resources on State-owned lands are subject to the requirements of PRC Section 5024. PRC Section 5024.5(f) requires State agencies to submit to SHPO for comment documentation for any project having the potential to affect historical resources under its jurisdiction listed in or potentially eligible for inclusion in the NRHP or registered or eligible for registration as California Historical Landmarks. The SHPO has 30 days after receipt of the notice for review and comment. If the SHPO determines that a proposed action would have

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an adverse effect on a listed historical resource, the relevant State agency shall adopt prudent and feasible measures that will eliminate or mitigate the adverse effects.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code Section 7050.5

Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be Native American, the coroner must contact the NAHC.

Public Resources Code Section 5097

PRC Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the PRC states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

California Health and Safety Code Sections 7050.5, 7051, and 7054

HSC Sections 7050.5, 70051, and 7051, and 7054 specify the provisions for the protection of human burial remains. Section 7050.5 of the HSC states the following:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the

person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Section 7051 of the HSC states the following:

Every person who removes any part of any human remains from any place where it has been interred, or from any place where it is deposited while awaiting interment, cremation, or hydrolysis, with intent to sell it or to dissect it, without authority of law, or written permission of the person or persons having the right to control the remains under Section 7100, or with malice or wantonness, has committed a public offense that is punishable by imprisonment pursuant to subdivision (h) of Section 1170 of the Penal Code.

Section 7054 of the HSC states the following:

(a) (1) Except as authorized pursuant to the sections referred to in subdivision (b), every person who deposits or disposes of any human remains in any place, except in a cemetery, is guilty of a misdemeanor.

(2) Every licensee or registrant pursuant to Chapter 12 (commencing with Section 7600) of Division 3 of the Business and Professions Code and the agents and employees of the licensee or registrant, or any unlicensed person acting in a capacity in which a license from the Cemetery and Funeral Bureau is required, who, except as authorized pursuant to the sections referred to in subdivision (b), deposits or disposes of any human remains in any place, except in a cemetery, is guilty of a misdemeanor that shall be punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding ten thousand dollars (\$10,000), or both that imprisonment and fine.

(b) Cremated remains or hydrolyzed human remains may be disposed of pursuant to Sections 7054.6, 7116, 7117, and 103060.

(c) Subdivision (a) of this section shall not apply to the reburial of Native American remains under an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code, or implementation of a recommendation or agreement made pursuant to Section 5097.98 of the Public Resources Code.

Public Resources Code Section 5097.98

PRC Section 5097.98 addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes. Section 5097.98 of the PRC states the following:

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(a) Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

(b) Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section, with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

Native American Graves Protection and Repatriation Act

Health and Safety Code Sections 8010–8011 establishes a State repatriation policy intent that is consistent with and facilitates implementation of the federal Native American Graves Protection and Repatriation Act. The act strives to ensure that all California Indian human remains and that cultural and cultural items by publicly funded agencies and museums in California. It also states the intent for the State to provide mechanisms for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims and getting responses to those claims.

California Health and Safety Code Sections 18950 through 18961

The State Historic Building Code (HSC; Sections 18950–18961) provide alternative building regulations and building standards for the rehabilitation, preservation, restoration (including related reconstruction), or relocation of buildings or structures designated as historic buildings. Such alternative building standards and building regulations are intended to facilitate the restoration or change of occupancy to preserve their original or restored architectural elements and features, to encourage energy conservation and a cost-effective approach to preservation, and to provide for the safety of the building occupants.

c. Local Laws, Regulations, and Policies

Monterey County

The Monterey County General Plan Open Space Element (Monterey County 2010) contains policies that pertain to cultural resources as show below.

Cultural Resources

- **Policy OS-6.1.** Important representative and unique archaeological sites and features shall be identified and protected for all parcels with undisturbed natural conditions (i.e., ungraded properties), consistent with State Office of Historic Preservation guidelines and definitions employed on a statewide basis, including Phase I, II and III archaeological studies.
- **Policy OS-6.3.** New development proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase I survey including use of the regional State Office of Historic Preservation or the California Native American Heritage Commission's list of sacred and traditional sites. Routine and Ongoing Agricultural Activities shall be exempted from this policy in so far as allowed by state or federal law.
- **Policy OS-6.4.** Development proposed in low sensitivity zones are not required to have an archaeological survey unless there is specific additional information that suggests archaeological resources are present.
- **Policy OS-6.6.** Efforts by historical, educational, or other organizations to improve the public's recognition of the County's cultural heritage and the citizen's responsibilities for archaeological or cultural resource preservation shall be encouraged. The County shall adopt a uniform set of guidelines to define Phase I, II and III significance assessment and data recovery programs. Similar guidelines shall be created to set standards for requirements for consultation with Native Californian descendants to establish procedures for determining the presence or absence of sacred or traditional sites. These guidelines shall address monitoring requirements and participation in cultural resource data recovery programs.

Chapter 18.25 of the Monterey County Code of Ordinances (Preservation of Historic Resources) contains the policies and procedures for administering historic resources in Monterey County.

The City of Monterey General Plan includes goals and policies to protect historic and cultural resources, including maintaining cultural resources master plans for districts of the city, encouraging development that enhances historic resources, and working with local stakeholders on preservation and conservation efforts.

San Benito County

The Land Use Element and Natural and Cultural Resources Element of the San Benito County 2035 General Plan (San Benito County 2015a) includes goals and policies to protect Native American, archaeological, and historical resources. Cultural resources goals and policies are listed below.

- **Policy LU-1.10 Development Site Suitability.** The County shall encourage specific development sites to avoid natural and manmade hazards, including, but not limited to, active seismic faults, landslides, slopes greater than 30 percent and floodplains. Development sites shall also be on soil suitable for building and maintaining well and septic systems (i.e., avoid impervious soils, high percolation, or high groundwater areas

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and provide setbacks from creeks). The County shall require adequate mitigation for any development located on environmentally sensitive lands (e.g., wetlands, erodible soil, archaeological resources, important plant, and animal communities).

- **Goal NCR-7.** To protect, preserve and enhance the unique cultural and historic resources in the county.
- **Policy NCR-7.9 Tribal Consultation.** The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements.
- **Policy NCR-7.11 Prohibit Unauthorized Grading.** The County shall prohibit unauthorized grading, collection, or degradation of Native American, archaeological, or paleontological resources.
- **Policy NCR-7.12 Archaeological Artifacts.** The County shall require an archaeological report prior to the issuance of any project permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts and when the development of the project may result in the disturbance of the site. The report shall be written by a qualified cultural resource specialist and shall include information as set forth in the county's archaeological report guidelines available at the County Planning Department.

The San Benito County Code, Title 19 (Land Use and Environmental Regulations), Chapter 19.05 (Architectural Site Review Ordinance) protects and preserves cultural resources in areas where cultural resources are known or not yet to be discovered by providing regulations for the protection, enhancement, and perpetuation of archaeological sites.

The City of Hollister General Plan EIR has mitigation measures that address historic preservation and impacts to cultural resources. While these have not been integrated into the General Plan as of the writing of this report, development within city limits would be subject to State law and the mitigation that addresses historic resources. The San Juan Bautista 2035 General Plan includes goals and policies to address historic preservation that interleaves with their community design vision and includes maintaining and preserving the integrity of local historic resources.

Santa Cruz County

The Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County, 1994) Conservation and Open Space Element includes policies to protect archaeological and historical resources. Applicable policies are listed below.

- **Policy 5.19.1 Evaluation of Native American Sites.** Protect all archaeological resources until they can be evaluated. Prohibit any disturbance of Native American Cultural Sites without an appropriate permit. Maintain the Native American Cultural Sites ordinance.
- **Policy 5.19.2 Site Surveys.** Require an archaeological site survey (surface reconnaissance) as part of the environmental review process for all projects with very high site potential as determined by the inventory of archaeological sites, within the Archaeological

Sensitive Areas, as designated on General Plan and LCP Resources and Constraints Maps filed in the Planning Department.

- **Policy 5.19.3 Development Around Archaeological Resources.** Protect archaeological resources from development by restricting improvements and grading activities to portions of the property not containing these resources, where feasible, or by preservation of the site through project design and/or use restrictions, such as covering the site with earth fill to a depth that ensures the site will not be disturbed by development, as determined by a professional archaeologist.
- **Policy 5.19.4 Archaeological Evaluations.** Require the applicant for development proposals on any archaeological site to provide an evaluation, by a certified archaeologist, of the significance of the resource and what protective measures are necessary to achieve General Plan and LCP Land Use Plan objectives and policies.
- **Policy 5.19.5 Native American Cultural Sites.** Prohibit any disturbance of Native American Cultural Sites without an archaeological permit which requires, but is not limited to, the following:
 - (a) A statement of the goals, methods, and techniques to be employed in the excavation and analysis of the data and the reasons why the excavation will be of value.
 - (b) A plan to ensure that artifacts and records will be properly preserved for scholarly research and public education.
 - (c) A plan for disposing of human remains in a manner satisfactory to local Native American Indian groups.
- **Policy 5.20.3 Development Activities.** For development activities on property containing historic resources, require protection, enhancement and/or preservation of the historic, cultural, architectural, engineering, or aesthetic values of the resources as determined by the Historic Resources Commission. Immediate or substantial hardship to a project applicant shall be considered in establishing project requirements.
- **Policy 5.20.4 Historic Resources Commission Review.** Require that applicants for development proposals on property containing a designated Historic Resource submit plans for the protection and preservation of the historic resource values to the Historic Resources Commission for their review and approval; require an evaluation and report by a professional historian or a cultural resources consultant when required by the Commission.
- **Policy 5.20.5. Encourage Protection of Historic Structures.** Encourage and support public and private efforts to protect and restore historic structures and continue their use as an integral part of the community.
- **Policy 5.20.6. Maintain Designation as a Certified Local Government.** Support existing and further develop local historic resource programs in order to maintain the California State Department of Parks and Recreation's designation of Santa Cruz County as a Certified Local Government (CLG).

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The Santa Cruz County Municipal Code Title 16 (Environmental and Resource Protection) outlines criteria for Native American cultural studies (chapter 14.60) and historic preservation (Chapter 16.42). Chapter 16.40 defines when archaeological surveys and reports are required, as well as required actions when Native American cultural sites or human remains are discovered during the review of a proposed project or during excavation or other ground disturbing activities. Chapter 16.42 defines the significance and designation of protected historic resources on the Santa Cruz County Inventory of Historic Resources and development procedures for designated historic resources.

As with many jurisdictions in the County, the City of Santa Cruz has goals and policies that address historic preservation and cultural resources protection in the city, including mapping sensitive resources, notifying project applicants if sensitive resources are anticipated on project sites, and managing discoveries, including of human remains, in accordance with local, State, and federal requirements.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

For this discussion, the term cultural resource broadly includes historical and archaeological resources. The significance of a cultural resource impact is determined by whether that resource meets the criteria discussed above. Where the significance of a site is unknown, it is presumed to be a significant CEQA defined “historical resource” for the purpose of the impact evaluation in this EIR. Listings of historical resources in Monterey, San Benito and Santa Cruz counties were obtained from the State Office of Historic Preservation. Potential areas of disturbance associated with the 2045 MTP/SCS projects were compared to the identified historical sites listed on Table 4.5-1, Table 4.5-2 and Table 4.5-3 to determine whether an impact to a known cultural resource may occur. As discussed above, Table 4.5-1, Table 4.5-2 and Table 4.5-3 are based on information available online through the State Historic Preservation Office and do not reflect the complete California Historical Resources Information System, which would be consulted on a project-by-project basis.

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project’s impacts would have a significant impact on agricultural resources:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5
2. Cause a substantial adverse change in the significant of an archaeological resource pursuant to §15064.5
3. Disturb any human remains, including those interred outside of formal cemeteries

b. Project Impacts and Mitigation Measures

The following section describes cultural resources impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Table 4.5-4 summarizes the transportation projects that would result in historic and cultural resources

impacts. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS would result in the impacts as described in the following section.

Threshold 1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5

Impact CR-1 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN BUILT ENVIRONMENT CULTURAL RESOURCES THAT ARE HISTORICAL RESOURCES AS DEFINED IN STATE CEQA GUIDELINES SECTION 15064.5. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

With regard to known significant historic structures, the location and nature of the proposed 2045 MTP/SCS projects were evaluated relative to the location of the historic properties listed in Table 4.5-1, Table 4.5-2, and Table 4.5-3. Projects that involve bridge replacements and removal of other structures older than 50 years could generate an impact to historic structures. Furthermore, projects that are adjacent to or near historic structures would alter the integrity of those structures by changing their environmental context.

The 2045 MTP/SCS also has a future land use scenario that emphasizes infill development near transit, such as train stations and multimodal transportation hubs in existing urbanized areas, though some development in outlying areas would still occur. There are no specific development projects pursuant to the land use scenario envisioned by the 2045 MTP/SCS identified and, thus, a project specific evaluation is not possible. However, because future infill near transit could be located near or adjacent to existing historic structures, the integrity of such structures could be indirectly or directly impacted as a result. Moreover, if future infill near transit would involve redevelopment/demolition of existing structures, it is possible that such structures could have historical significance (as determined by site specific evaluation) given the presence of structures that are over 50 years old within the AMBAG region, particularly within existing urbanized areas. These impacts could occur in outlying areas as well; however, they are more likely to occur in infill areas due to the presence of existing development that may be considered historic. Redevelopment or demolition could result in the permanent loss of historic structures. Similarly, while proposed transportation projects would not impact known historic structures, it is possible that such projects may require reconstruction or demolition of transportation infrastructure or other structures that are over 50 years old, and which may be considered historically significant as determined by site specific evaluation. Such reconstruction or demolition would result in the permanent loss of historic structures.

In general, prior to commencement of any action, development, or land use changes on lands subject to federal jurisdiction or for projects involving federal funding, a cultural resource survey and an environmental analysis must be prepared, including a historic resources assessment. Historic structures are protected under the regulations of the National Historic Preservation Act and the Department of Transportation Act of 1966. AMBAG-sponsored

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projects would be subject to local ordinance requirements within the jurisdiction in which they occur, including General Plan provisions that protect cultural resources. Nevertheless, impacts would be significant because there would be substantial adverse changes to historic structures that meet the definition of “historical resources.” Thus, the following mitigation measures would be required for any project that may impact historical resources.

Mitigation Measures

To minimize impacts to historical resources for transportation projects under AMBAG jurisdiction, working with TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing under the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

CR-1 Historic Resources Impact Minimization

Prior to individual project permit issuance, the implementing agency of a 2045 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall, or can and should, prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with *State CEQA Guidelines* section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:

- Realign or redesign projects to avoid impacts on known historic resources where possible
- If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings
- Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review.

Significance After Mitigation

Redevelopment or demolition that may be required to implement transportation improvements and/or infill development may result in the permanent loss or damage to historic structures. While implementation of Mitigation Measure CR-1 would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold: Cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* Section 15064.5

Impact CR-2 **IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCES AS DEFINED IN STATE CEQA GUIDELINES SECTION 15064.5. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

It is known that archaeological resources are present throughout the AMBAG region. Therefore, it is possible to encounter known and unknown archaeological resources during of implementation of transportation improvement projects under the 2045 MTP/SCS, particularly when ground-disturbing activities are involved. Many of the improvements proposed under the 2045 MTP/SCS consist of minor expansions of existing facilities that would not involve construction in previously undisturbed areas. However, depending on the location and extent of the proposed improvement and ground disturbance, known and/or unknown cultural resources could be impacted. Representative transportation projects that may impact previously undisturbed areas are listed in Table 4.5-4. The projects listed were identified based on the likelihood that development of new infrastructure would impact previously undisturbed areas. It is possible that construction activities associated with some of the proposed roadway or bridge widening or extension projects in addition to those listed in Table 4.5-4 could adversely impact archaeological resources by exposing them to potential vandalism or causing displacement from the original context and integrity. Project specific analysis would be required as individual projects are proposed.

The 2045 MTP/SCS considers a future land use scenario that emphasizes infill near transit and in existing urbanized areas. However, it is possible that archaeological resources could be located on or near future infill development sites, and in undisturbed areas that would be developed during implementation of the 2045 MTP/SCS. Project grading and excavation for development sites would disturb these undiscovered resources.

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In general, prior to commencement of any action, development, or land use changes on lands subject to federal jurisdiction or for projects involving federal funding, a cultural resource survey and an environmental analysis must be prepared. County and city sponsored projects would be subject to local ordinance requirements, including General Plan provisions that protect cultural resources. Nevertheless, impacts to archaeological resources would be significant because there would be substantial adverse changes to the significance of archaeological resources, i.e., archaeological resources that meet the definition of “historical resources” or “unique archaeological resources.”

Mitigation Measures

To minimize impacts to cultural resources for transportation projects under AMBAG jurisdiction, working with TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG planning region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

CR-2(a) Archaeological Resources Impact Minimization

Before construction activities, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall, or can and should, retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall, or can and should, follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with *State CEQA Guidelines* Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

CR-2(b) Unanticipated Discoveries During Construction

If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), implementing agencies shall, or can and should, halt all ground-disturbing activity proximate to the discovery until a qualified archaeologist (36 CFR Section

61) can assess the significance of the find. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. Recommended mitigation measures will be consistent with State CEQA Guidelines Section 15126.4(b)(3) recommendations and may include but not be limited to preservation in place and/or data recovery. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. If the find is a prehistoric archaeological site, the culturally affiliated California Native American tribe shall be notified and afforded the opportunity to monitor mitigative treatment. During evaluation or mitigative treatment, ground disturbance and construction work may continue in other parts of the project area that are distant enough from the find not to impact it, as determined by the qualified archaeologist.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

Significance After Mitigation

Implementation of the above measure would reduce impacts to archaeological resources by requiring cultural resource searches and surveys of project areas and providing a procedure for discovered cultural archaeological resources. While implementation of Mitigation Measure CR-2 would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact remains significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

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Threshold: Disturb any human remains, including those interred outside of formal cemeteries
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Impact CR-3 **IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS COULD DISTURB HUMAN REMAINS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Human burials outside of formal cemeteries are often associated with prehistoric archaeological contexts. Therefore, it is possible to encounter unknown human burials because of implementation of transportation improvement projects under the 2045 MTP/SCS. Excavation during construction activities in the AMBAG region would have the potential to disturb these resources, including Native American burials.

In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097, as listed under Section 4.5.2, *Regulatory Setting*. The California Health and Safety Code (Sections 7050.5, 7051 and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction, and established procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes. Implementation of these regulations would ensure that 2045 MTP/SCS impacts to disturbance of human remains, including those interred outside of formal cemeteries would be less than significant.

Mitigation Measures

None required.

c. Specific MTP/SCS Projects That May Result in Impacts

Table 4.5-4 identifies transportation projects with the potential to cause or contribute to direct or indirect impacts to cultural resources such as those discussed above. These projects are representative and were selected based on their potential scope and likelihood to require disturbances in previously undisturbed areas. While many projects have the potential to impact cultural resources, those requiring substantial ground disturbance in undisturbed areas have greater potential to impact prehistoric archaeological and paleontological resources. Projects located in urban infill areas near transit or in previously disturbed areas, such as an existing road right-of-way, have a greater potential to impact historic built environment resources, as well as historic archaeological resources in older developed areas. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation measures discussed above would apply to these specific projects.

Table 4.5-4 MTP/SCS Projects that May Result in Cultural Resources Impacts

AMBAG Project No.	Project	Location	Impact
MON-CT011-CT	SR 68 – Commuter Improvements	Monterey-Salinas	CR-2, CR-3
MON-CT022-CT	SR 156 – Corridor Widening Project	Monterey County	CR-2, CR-3
MON-CT023-CT	SR 156/U.S. 101 Interchange	Monterey County	CR-2, CR-3
MON-CT030-SL	U.S. 101 – Salinas Corridor	Salinas	CR-2, CR-3
MON-CT031-CT	U.S. 101 – South County Frontage Roads	Salinas-Chualar-Soledad	CR-2, CR-3
MON-CT036-CT	SR 156-Castroville Boulevard Interchange	Castroville	CR-2, CR-3
MON-GON015-GO	U.S. 101/Gloria Road Interchange	Gonzales	CR-2, CR-3
MON-GRN008-GR	U.S. 101/Walnut Avenue Interchange	Greenfield	CR-1, CR-2, CR-3
MON-KCY006-CK	U.S. 101/1st Street Interchange	King City	CR-1, CR-2, CR-3
MON-KCY016-CK	Bypass S. San Antonio Extension	King City	CR-1, CR-2, CR-3
MON-KCY017-CK	Bypass Lonoak Connection	King City	CR-1, CR-2, CR-3
MON-MAR077-MA	Salinas Avenue Improvement Project	Marina	CR-1, CR-2, CR-3
MON-MAR114-MA	Del Monte Boulevard Widening	Marina	CR-1, CR-2, CR-3
MON-MAR-136-MA	SR 1 & Imjin Bridge (Northbound)	Marina	CR-1, CR-2, CR-3
MON-MAR-137-MA	SR 1 & Imjin Bridge (Southbound)	Marina	CR-1, CR-2, CR-3
MON-MAR-154-MA	Imjin Pkwy Widening	Marina	CR-1, CR-2, CR-3
MON-MRY016-MY	Lower Presidio Pedestrian Connection	Monterey	CR-1, CR-2, CR-3
MON-MYC062-UM	Old Stage Road Shoulder Widening	Monterey County	CR-2, CR-3
MON-MYC147-UM	SR 156 Blackie Road Extension	Monterey County	CR-1, CR-2, CR-3
MON-MYC307-UM	Davis Road Bridge Replacement	Monterey County	CR-1, CR-2, CR-3
MON-SOL002-SO	U.S. 101 North Interchange	Soledad	CR-1, CR-2, CR-3
MON-SOL003-SO	U.S. 101 South Interchange	Soledad	CR-1, CR-2, CR-3
MON-SOL014-SO	SR 146 Bypass	Soledad	CR-1, CR-2, CR-3
MON-SNS138-SL	Bardin Road Safe Routes to School/ATP	Salinas	CR-2, CR-3
MON-GRN005-GR	Thorne Road Bridge over U.S. 101	Greenfield	CR-2, C-3
MON-MAR157-MA	Reservation Road/Beach Road Improvements	Marina	CR-2, CR-3
MON-SOL044-SO	Pinnacles Bike Route	Soledad	CR-2, CR-3
MON-GRN008-GR	U.S. 101 – Walnut Avenue Interchange	Greenfield	CR-2, CR-3
MON-MAR156-MA	Imjin Parkway at SR 1	Marina	CR-2, CR-3
MON-SNS012-SL	Boronda Road Widening	Salinas	CR-2, CR-3
MON-SNS029-SL	John Street – U.S. 101	Salinas	CR-2, CR-3
MON-SNS035-SL	Lincoln Avenue Widening	Salinas	CR-2, CR-3
MON-SNS048-SL	Romie Lane Widening	Salinas	CR-2, CR-3
MON-SNS090-SL	Russell Road Extension	Salinas	CR-2, CR-3
MON-SNS096-SL	Sanborn Road Extension	Salinas	CR-2, CR-3

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AMBAG Project No.	Project	Location	Impact
MON-SNS102-SL	Constitution Boulevard Extension	Salinas	CR-2, CR-3
MON-MYC162-UM	CVMP – Laureles Grade Climbing Lane	Monterey County	CR-2, CR-3
MON-MYC238-UM	Salinas Road Improvements	Monterey County	CR-2, CR-3
MON0SOL031-SO	Intersection Improvements	Soledad	CR-2, CR-3
MON-KCY053-CK	King City Multimodal Transit Station	King City	CR-2, CR-3
MON-SNS077-SL	North Main/Espinosa Road Class II Bike Lane	Salinas	CR-1
MON-MYC149-UM	Central Avenue	Salinas	CR-1
SB-COH-A30	Meridian Street Bike Lane	Hollister	CR-2, CR-3
SB-SBC-A65	San Benito River Recreational Trail Phase I	San Benito County	CR-2, CR-3
SB-CT-A01	SR 156 Widening – San Juan Bautista to Union Road	San Benito County	CR-2, CR-3
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	San Benito County	CR-2, CR-3
SB-CT-A44	Highway 25 Widening Phase 1	San Benito County	CR-2, CR-3
SB-CT-A45	Highway 25 Widening Phase 2	San Benito County	CR-2, CR-3
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	San Benito County	CR-2, CR-3
SB-COH-A11	Union Road (formerly Crestview Drive) Construction	Hollister	CR-2, CR-3
SB-COH-A18	Westside Boulevard Extension	Hollister	CR-2, CR-3
SC-SBC-A67	Shore Road Extension	San Benito County	CR-2, CR-3
SB-SJB-A07	Third Street Extension	San Juan Batista	CR-2, CR-3
SB-SJB-A09	Connect Lang Street to The Alameda	San Juan Batista	CR-2, CR-3
SB-SJB-A25	Roundabout at 1 st Street & Lavagnino Road	San Juan Batista	CR-2, CR-3
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) – Design, Environmental Clearance and Construction	Santa Cruz County	CR-2, CR-3
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Santa Cruz	CR-2, CR-3
SC-RTC-24e-RTC	3 – Highway 1: Auxiliary Lanes from Park Avenue to Bay Avenue/Porter Street	Santa Cruz	CR-2, CR-3
SC-RTC-24f-RTC	2 – Highway 1: Auxiliary Lanes from 41st Avenue to Soquel Avenue and Chanticleer Bike/Pedestrian Bridge and Mar Vista Bike/Pedestrian Bridge	Santa Cruz	CR-2, CR-3
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Capitola	CR-2, CR-3

Environmental Impact Analysis
Cultural Resources

AMBAG Project No.	Project	Location	Impact
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Santa Cruz	CR-2, CR-3
SC-WAT-O1A-WAT	Highway 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Watsonville	CR-2, CR-3
TRL 07bSC	MBSST Segment 7 Phase 2	Santa Cruz County	CR-2, CR-3
SC-CO-P02-USC	Airport Boulevard Improvements	Watsonville	CR-2, CR-3
SC-VAR-P45-VAR	West Side Transit Hub	Santa Cruz	CR-2, CR-3
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Santa Cruz County	CR-2, CR-3

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4.6 Energy

This section discusses the energy impacts of implementing transportation projects in the proposed Plan, as well as the energy-related consequences of land use projects that are consistent with the proposed Plan.

4.6.1 Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. Most of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

a. Energy Supply

California's major sources of fuel production in 2019 comprised approximately 68.9 percent crude oil, 16.5 percent natural gas, 12.6 percent nuclear, and 1.9 percent biofuels (U.S. Energy Information Administration [EIA] 2020a). California's current electricity generation is comprised of approximately 44.5 percent non-hydroelectric renewable energy, 40.1 percent natural gas, 8.8 percent hydroelectric, 6.4 percent nuclear, and 0.2 percent coal-fired (U.S. EIA 2020a).

California continues to depend upon out-of-state imports for nearly 90 percent of its natural gas supply (U.S. EIA 2020a). Natural gas production in 2019 was approximately 969,021 thousand cubic feet (Mcf) in Monterey County (California Geologic Energy Management Division [CalGEM], formerly California Department of Conservation, Division of Oil, Gas and Geothermal Resources 2019) and 21,456 Mcf in San Benito County (CalGEM 2019). There is no natural gas production in Santa Cruz County. The year 2019 is used to cross examine energy production and consumption across the AMBAG region as it is the most recent year for available information.

Monterey County contains 721 active oil wells (CalGEM 2019), which produced 311,181 barrels (bbl) of oil in 2019 (CalGEM 2019), while San Benito County contains 15 active oil wells (CalGEM 2019), which produced 14,453 bbl of oil in 2019 (CalGEM 2019). Santa Cruz County contains no active oil wells. Table 4.6-1 illustrates the oil and natural gas produced in the AMBAG region in 2019 compared to statewide statistics.

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Table 4.6-1 2019 Oil and Natural Gas Production by County

Natural Resource	California	Monterey County	San Benito County	Santa Cruz County	AMBAG Total	AMBAG Proportion of Statewide Production
Crude Oil (bbl)	156,449,220	8,311,181	14,543	0	8,325,724	5.32%
Natural Gas (Mcf)	165,986,427	969,021	21,456	0	990,477	0.60%

Source: CalGEM 2019.

b. Energy Consumption and Sources

Total energy consumption in the U.S. in 2019 was estimated at approximately 100,266 trillion Btu (U.S. EIA 2020b). Petroleum provided approximately 36.8 percent of the energy used in 2019 in the U.S. (U.S. EIA 2020b). In the same year, coal provided approximately 11.3 percent of energy consumed, natural gas provided approximately 32.1 percent, nuclear energy provided approximately 8.4 percent and total renewable sources supplied the rest at approximately 11.3 percent (U.S. EIA 2020b). On a per capita basis, California is ranked second lowest of the states in terms of energy use in 2019 (198 million Btu per person), or about 44.0 percent less than the U.S.’s average per capita consumption of 354 million Btu per person (U.S. EIA 2020c).

Electricity and Natural Gas

In 2019, California used 277,704 gigawatt hours (GWh) of electricity; approximately 32 percent of California’s electricity supply came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021a). In 2019, California also consumed approximately 13,158 million U.S. therms of natural gas (CEC 2021b). Table 4.6-2 illustrates the electricity and natural gas consumption by county and that county’s respective proportion of statewide consumption in 2019. In addition, many rural areas within the AMBAG region rely on wood, propane or other liquefied petroleum gases (LPGs) as heating fuels. In 2019, roughly 2,640 households in Monterey County, 970 households in San Benito County, and 3,840 households in Santa Cruz County wood as their primary heating fuel (American Community Survey [ACS] 2021a, 2021b). Meanwhile, roughly 6,175 households in Monterey County, 1466 households in San Benito County, and 9,315 households in Santa Cruz County used propane or other LGPs as their primary heating fuel (ACS 2021a, 2021b).

Table 4.6-2 2019 Electricity and Natural Gas Consumption by County

County	Electricity Consumption 2019 (GWh) ¹	Electricity Consumption Per Capita (kWh)	Electricity Consumption Statewide Proportion	Natural Gas Consumption 2019 (MMthm) ²	Natural Gas Consumption Per Capita (thm)	Natural Gas Consumption Statewide Proportion
Monterey	2,471	5,693	0.9%	115.0	264.9	0.009%
Santa Cruz	1,201	4,396	0.4%	53.0	194.0	0.004%
San Benito	380	6,050	0.1%	15.7	250.0	0.001%
AMBAG total	4,052	5,262	1.5%	183.7	238.5	0.013%

¹ Electricity consumption is quantified in Millions of Kilowatt-Hours (GWh), while per capita electricity is quantified in Kilowatt-Hours (kWh). $168.8+1276.8+692.7+16.1= 2154.4$

² Natural Gas consumption is quantified in Millions of Therms (MMthm), while per capita natural gas consumption is quantified in Therms (thm).

Note: The per capita consumption for natural gas and electricity are determined by using 2019 data from the CEC for overall county-wide consumption and divided by the 2019 county population retrieved from the United States Census Bureau database (770,082 persons). Individual entries may not add up to exact total amounts as a result of rounding to a single decimal point.

Sources: CEC 2021a; CEC 2021b; U.S. Census Bureau 2021

As shown in Table 4.6-2, the AMBAG region accounted for approximately 1.5 percent of the State's electricity consumption and 0.013 percent of the State's natural gas consumption in 2019. The three counties within AMBAG are served by Pacific Gas and Electric (PG&E), King City Community Power (KCCP), and Central Coast Community Energy (3CE; formerly Monterey Bay Community Power).

Petroleum

Energy consumed by the transportation sector accounts for roughly 39.4 percent of California's energy demand, amounting to approximately 3,073 trillion Btu in 2019 (U.S. EIA 2020b). California's transportation sector, including on-road and rail transportation, consumed roughly 565,056,000 bbl of petroleum fuels in 2019 (U.S. EIA 2020d). Furthermore, petroleum-based fuels are used for approximately 98.2 percent of the State's transportation activity (U.S. EIA 2020d). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB). Major petroleum refineries in California are concentrated in three counties: Contra Costa, Kern, and Los Angeles (CEC 2021c).

The estimated gasoline sales and diesel sales in the region for 2019 were approximately 97,596 million Btu as shown in Table 4.6-3.

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Table 4.6-3 Fuel Consumption by County

Fuel	2019 Annual Fuel Use (million gallons)	2019 Annual Fuel Use (million Btu)	2019 Daily Energy Use (million Btu)	2019 Daily Per Capita Energy Use (thousand Btu)¹
Monterey County				
Gasoline	174	19,102,796	52,336	0.12
Diesel	26	3,313,960	9,079	0.02
San Benito County				
Gasoline	21	2,305,510	6,316	0.10
Diesel ¹	2	254,920	698	0.01
Santa Cruz County				
Gasoline	90	9,880,757	27,071	0.10
Diesel	6	764,760	2,095	0.01
AMBAG Total	319	35,622,703	97,596	0.13

¹ The per capita consumption for fuel was determined by using 2019 data divided by the 2019 county population retrieved from the California Department of Finance.

² Retail Fuel Sales data aggregates sales for the counties of Alpine, Modoc, San Benito, Sierra, and Trinity. Diesel use in San Benito County was estimated based on the relative population of San Benito County to the total population of these counties (71.3 percent).

Note: Totals may not add up due to rounding.

Sources: CEC 2021d; CEC 2017; California Department of Finance 2021

As stated in Section 4.15, *Transportation*, 17,331,954 vehicle miles were traveled each day within the AMBAG region in 2020. Table 4.6-4 illustrates the daily and VMT for the AMBAG region in 2020.

Table 4.6-4 Daily VMT for the AMBAG Region

County/Area	Daily VMT (2020 Baseline)
Monterey County	10,478,661
San Benito County	1,811,724
Santa Cruz County	5,041,569
AMBAG Total	17,331,954

Note: individual numbers may not add up to totals due to rounding.

Source: EMFAC Summary Outputs (2045 MTP/SCS Appendix G)

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with many transportation fuels including the following:

- **Hydrogen** is being explored for use in combustion engines and fuel cell electric vehicles. There is interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). Currently, 48 hydrogen refueling stations are located in California; however, none are located in the AMBAG region (U.S. Department of Energy [DOE] 2021).
- **Biodiesel** is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations, but fueling stations have been slow to make it available. There are currently 22 biodiesel refueling stations in California, none are located in the AMBAG region (U.S. DOE 2021).
- **Electricity** can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored as a way to use electricity generated on board the vehicle to power electric motors. There are currently 13,877 charging stations in California, including charging stations throughout Monterey County, San Benito County, and Santa Cruz County (U.S. DOE 2021).

4.6.2 Regulatory Setting

Programs and policies at the State and national levels have emerged to bolster the previous trend towards energy efficiency, as discussed below.

a. Federal Laws, Regulations, and Policies

Energy Policy and Conservation Act and CAFE Standards

The Energy Policy and Conservation Act in 1975 established the Corporate Average Fuel Economy Standards (CAFE) standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy standards for all new passenger cars and light trucks sold in the United States. The CAFE standards become more stringent each year, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. [October 15, 2012 Table I-1). It is, however, illegal for individual municipalities to adopt more stringent fuel efficiency standards. The Clean Air Act (CAA) (42 United States Code [USC] Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the U.S. EPA and NHTSA announced the adoption of the

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phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi- trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower carbon dioxide (CO₂) emissions by approximately 1.1 billion MT CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

In August 2018, the U.S. EPA and NHTSA issued a proposed ruling to roll back some of the fuel economy and GHG standards for medium- and heavy-duty trucks. The new ruling proposed by the U.S. EPA and NHTSA, the Safer Affordable Fuel-Efficient (SAFE) Vehicle Rules, would replace the CAFE standards set for model year 2022-2025 passenger car and light trucks, while the 2021 model year vehicles will maintain the CAFE standards. The ruling is split into two parts.

In September 2019, U.S. EPA and the National Highway Traffic Safety Administration issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One, “One National Program” (84 Federal Register 51310). This rulemaking revokes a waiver granted by U.S. EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by U.S. EPA for the explicit purpose of GHG reduction, and indirectly, criteria air pollutants and ozone precursor emission reduction. This revocation became effective on November 26, 2019, potentially restricting the ability of CARB to enforce more stringent GHG emission standards for new vehicles and set zero emission vehicle mandates in California.

In April 2020, the federal agencies issued the SAFE Vehicles Rule Part Two addresses CAFE standards for passenger cars and light trucks for model years 2021 to 2026 (85 Federal Register 24174). This rulemaking proposes new CAFE standards for model years 2022 through 2026 and would amend existing CAFE standards for model year 2021. The proposal would retain the model year 2020 standards (specifically, the footprint target curves for passenger cars and light trucks) through model year 2026. The proposal addressing CAFE standards was jointly developed by NHTSA and U.S. EPA, with U.S. EPA simultaneously proposing tailpipe CO₂ standards for the same vehicles covered by the same model years.

At the time of preparation of this EIR, the implications of the SAFE Rule on California’s future emissions are uncertain. On February 8, 2021, the incoming federal administration issued a stay in regard to the legal challenges by California and other states to the revocation of California’s waiver (JDSupra 2021a). As of May 11, 2021, there is currently a proposed rule to withdraw Part One of the SAFE Rule (Docket No. NHTSA-2021-0030).

Following circulation of the Draft EIR, the U.S. EPA determined the actions taken as a part of SAFE-1 were decided in error and entirely rescinded the actions. With this action California’s authority under the Clean Air Act (CAA) to implement its own greenhouse gas emission (GHG) emission standards and zero emission vehicle (ZEV) sales mandate was restored. The U.S. EPA issues its notice of the decision on March 14, 2022.

Executive Order on Strengthening American Leadership in Clean Cars and Trucks

On August 5, 2021 President Biden signed an executive order setting a goal that 50 percent of all new passenger cars and light trucks sold in 2030 be zero-emission vehicles. The executive order also mandates the EPA administrator and secretary of transportation to start new rulemaking on multi-pollutant emissions standards and fuel economy standards for passenger cars and light-duty trucks with model years from 2027 through 2030 (White House 2021a).

b. State Laws, Regulations, and Policies

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The CPUC regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Integrated Energy Policy Report (IEPR)

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

CEC adopts an IEPR every two years and an update every other year. The 2019 IEPR provides a summary of priority energy issues currently facing the State, outlining strategies and recommendations to further the State's goal of ensuring reliable, affordable and environmentally responsible energy sources. Energy topics covered in the report include electricity resource and supply plans; electricity and natural gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; southern California energy reliability; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues (CEC 2020).

Senate Bill 1078: California Renewables Portfolio Standard Program.

SB 1078 (Chapter 516, Statutes of 2002) established a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of retail sales from renewable sources by 2017. In addition, electricity providers subject to the RPS are required increase their renewable share by at least one percent each year.

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Senate Bill X1-2: California Renewable Energy Portfolio Standard

In 2011, Governor Brown signed SB X1-2, which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20% of electricity retail sales from renewable sources by 2010, and 33% by 2020. CPUC and CEC jointly implement the Statewide RPS program through rulemakings and monitoring the activities of electric energy utilities in the state.

SB 350

In 2015, Governor Brown signed SB 350, which established new renewable portfolio standard targets, requiring retail sellers of electricity to provide at least 50% of electricity retail sales from renewable sources by 2030. SB 350 also set a goal of doubling energy efficiency savings in electricity and natural gas by 2030.

SB 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

AB 1493 (Chapter 200, Statutes of 2002), known as the "Pavley bill," amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although EPA initially denied the waiver in 2008, EPA approved a waiver in June 2009 and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a State plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the ARB and in consultation with other State, federal and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non- petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various

alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Executive Order S-01-07 (Low Carbon Fuel Standard)

Executive Order S-01-07 (17 CCR 95480 et seq.) requires the state to achieve a 10 percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by ARB. ARB identified the Low Carbon Fuel Standard (LCFS) as a discrete early action item under AB 32.

In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order B-16-2012

EO B-16-2012 establishes goals for electric vehicle adoption; goals include construction of relevant infrastructure to support achieving 1.5 million zero emission vehicles (ZEV) by 2025. The order directs CARB, the CEC, the CPUC, and other relevant agencies to establish plans to help achieve these goals. Furthermore, the order states that new vehicle purchases for the California's state vehicle fleet shall consist of at least 25 percent ZEVs by 2025.

Bioenergy Action Plan, Executive Order S-06-06

Executive Order (EO) S-06-06, April 25, 2006, establishes targets for the use and production of biofuels and biopower and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020 and 75 percent by 2050. EO S-06-06 also calls for the State to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction and climate protection goals (CEC 2011). The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals (CEC 2012):

- Increase environmentally and economically sustainable energy production from organic waste;
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas and renewable liquid fuels for transportation and fuel cell applications;

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- Create jobs and stimulate economic development, especially in rural regions of the state; and
- Reduce fire danger, improve air, water quality, and reduce waste.

California Building Energy Efficiency Standards

California Code of Regulations Title 24, Part 6 contains California's Energy Efficiency Standards for Residential and Non-residential Buildings. California Building Energy Efficiency Standards were established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated on an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2019, CEC updated the Building Energy Efficiency Standards with more stringent requirements effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC Impact Analysis estimates that nonresidential buildings will be 30 percent more energy efficient compared to buildings built consistent with 2016 Building Energy Efficiency Standards, and single-family homes will be 7 percent more energy efficient (CEC 2018). Due to the solar requirement for all new homes, the CEC also estimates that the 2019 standards will cut energy demand from grid electricity in new homes by more than 50 percent (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24. At the time of this EIR, the 2022 California Code of Regulations Title 24 is currently out for review and is proposed to be adopted before the end of 2021.

California Green Building Standards Code

California Code of Regulations Title 24, Part 11 contains California's green building code (CALGreen), which was developed to provide a consistent approach to green building within the State. The original 2009 CALGreen was included voluntary measures and the 2016 CALGreen version first instituted mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. The most recent update in January 2020 outlines minimum requirements for newly constructed residential and nonresidential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to further encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design.

c. Regional Laws, Regulations, and Policies

Electric Vehicle Infrastructure for the Monterey Bay Area Plan

In 2013, AMBAG published the Electric Vehicle Infrastructure for the Monterey Bay Area Plan. The Electric Vehicle Infrastructure for the Monterey Bay Area Plan includes a siting plan to identify potential charging locations and presents a framework for establishing an electric vehicle charging network in the Monterey Bay Area (AMBAG 2013a). The three major goals of the siting plan are to:

- Provide charging opportunities for plug-in electric vehicle owners that lack access to home charging
- Extend the range of plug-in electric vehicle for intra- and interregional travel along various corridors
- Maximize all electric miles by providing ample opportunities for charging while minimizing the risk of stranded plug-in electric vehicles

Monterey Bay Plug-In Electric Vehicle Readiness Plan

The Electric Vehicle Infrastructure plan was the precursor to the Monterey Bay Plug-In Electric Vehicle Readiness Plan, a comprehensive regional plan to promote plug-in electric vehicle adoption throughout the region completed in July 2013. The goal of the Readiness Plan is to encourage the mass adoption of plug-in electric vehicles in the region and reduce greenhouse gas emissions by providing a toolbox of recommended approaches for public, private and non-profit organizations (AMBAG 2013b). The Readiness Plan identifies specific regional targets for significantly expanding plug-in electric vehicle adoption in the Monterey Bay Area by 2020 and 2025.

Central Coast Zero Electric Vehicle Strategy

AMBAG is working with the Santa Barbara County Association of Governments (SBCAG) and the San Luis Obispo Council of Governments (SLOCOG) to develop the Central Coast Zero Electric Vehicle Strategy (CCZEVS). The CCZEVS will identify gaps and opportunities to implement ZEV infrastructure on the Central Coast, including on or near the State Highway System, major freight corridors, and transit hubs. This strategy is important as it will seek to accelerate large scale, affordable, and equitable ZEV development across all altitudes of the public sphere in the wake of Governor Newsom's EO N-79-20. This strategy will directly advance the goals outlined in the 2045 MTP/SCS as well as the goals of CalSTA's ~~Climate Action Plan for Transportation Infrastructure (CAPTI)~~. The CCZEVS is scheduled to be completed in 2023.

AMBAG Sustainability Program

The AMBAG Sustainability Program works collaboratively with local stakeholders and regional partners to provide energy efficiency, renewable energy, electric vehicle, and sustainability related resources to our communities. Currently AMBAG staff is working with partners throughout rural California to explore pathways designed to bring new energy efficiency

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programs and resources to rural communities. AMBAG staff also works with local agencies to identify energy efficiency opportunities, discuss potential funding opportunities, and provide technical assistance for energy benchmarking, energy auditing, and grant reporting.

d. Local Laws, Regulations, and Policies

The General Plans for local jurisdictions in the AMBAG region contain initiatives to reduce overall energy consumption and improve energy efficiency. Many of the cities' General Plans also contain goals that guide their intent to reduce energy consumption. For example, the Conservation Element of the City of Monterey General Plan (City of Monterey 2005) contains Goal e, *Encourage the effective use of energy in all its critical forms by public and private users alike*. This goal is then actualized through programs such as Program e.1.1, *Consider aesthetically compatible independent energy sources in new public and private buildings*, and Program e.1.2, *Encourage energy retrofitting in existing residential and commercial structures*. Building and transportation energy conservation has been improvement significant over time through statewide policies; however, the Circulation, Conservation and Land Use elements of local jurisdiction General Plans help facilitate the implementation of state and local energy efficiency initiatives.

Monterey County

The Monterey County General Plan (Monterey County 2010) addresses energy efficiency in the Conservation and Open Space Elements. The goals and policies of their Conservation and Open Space Element is to promote energy efficiency by encouraging all energy sectors (i.e., agricultural, residential, commercial, industrial, and public building applications) to employ renewable energy sources to the maximum extent feasible.

San Benito County

The San Benito County 2035 General Plan (San Benito County 2015a) addresses energy efficiency in the Land Use, Public Facilities and Services and Natural and Cultural Resources Elements. The goals and policies of the Land Use Element encourage the County to use energy conservation and efficiency techniques in new building design, orientation, and construction (San Benito County 2015b), while policies found in the Natural and Cultural Resources and Public Facilities and Services Elements encourage greater utilization and accessibility to renewable energy sources (San Benito County 2015a).

Santa Cruz County

The Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County 1994) also addresses energy efficiency in their Conservation and Open Space Elements. Objective 5.17, Energy Conservation, states that in accordance with Measure C, The Decade of the Environmental Referendum from 1990, the County will seek to maximize conservation and efficient use of energy in the private and public sections and encourage the development and use of locally available renewable energy resources in order to reduce dependence on imported and nonrenewable energy supplies (Santa Cruz County 1994).

In July 2020, the City of Santa Cruz enacted an ordinance which prohibits the installation of natural gas hookups in most new buildings. The ordinance applies to all residential and commercial buildings, except in cases where developers can prove electric systems are not feasible, or where the exception is for the public good, such as for hospitals or water treatment plants (City of Santa Cruz 2020).

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact to energy resources. Because the 2045 MTP/SCS and RTPs are regional plans and not a specific and single construction project, AMBAG has chosen to expand on threshold 1, below, such that energy consumption can be evaluated at a regional level rather than project level. This is consistent with the programmatic nature of the EIR. For the purposes of this EIR, implementation of the 2045 MTP/SCS and RTPS would have a significant impact if it would:

1. Result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (including transportation), based on whether the project would:
 - a. Result in an increase in overall per capita energy consumption relative to baseline conditions;
 - b. Result in an increased reliance on fossil fuels and decreased reliance on renewable energy sources; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Direct and Indirect Energy Consumption

For this analysis, the calculation of total energy consumption follows the Input-Output methodology suggested by Caltrans (Caltrans 1983). Caltrans methodology provides for the calculation of the cumulative energy consumption, including energy consumption that would be due to the construction of 2045 MTP/SCS projects, and energy consumption that is not due to the 2045 MTP/SCS, but rather is due to changes in VMT caused by socioeconomic growth (e.g., population and employment), land use policies, and the existing transportation infrastructure.

Energy consumption from transportation projects is categorized in terms of "direct" and "indirect" energy.

Direct Energy Consumption

Direct energy is that energy used in the daily operation of the transportation system, including the propulsion of passenger vehicles (automobiles, vans, and trucks) and transit vehicles, including buses and trains. The direct energy analysis for the project is based on

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baseline (2020), and 2045 VMT with and without the 2045 MTP/SCS (as analyzed in Section 4.15, *Transportation*).

The baseline gasoline and diesel fuel consumption data for Monterey, San Benito, and Santa Cruz counties was converted to Btu (refer to Table 4.6-3). Future gasoline and diesel fuel consumption with and without adoption of the 2045 MTP/SCS was forecasted using CARB's Emission Factor (EMFAC) Model Summary Outputs (2045 MTP/SCS Appendix G; refer to Table 4.6-6).

It should be noted that the Btu/VMT factor is forecast to continue to decrease into the future due to improved fuel economy. Applying the 2019-based factor to future year (2045) VMT therefore provides a conservative evaluation of energy consumption as the energy efficiency of vehicles in 2045 is likely to be higher than current fuel efficiency of vehicles.

Indirect Energy Consumption

Indirect energy is the energy required to construct, operate, and maintain the transportation network, as well as to manufacture and maintain on-road vehicles and transit vehicles. Therefore, construction-related impacts associated with the 2045 MTP/SCS are included in the indirect energy analysis. The indirect energy analysis was conducted using the Input-Output methodology developed by Caltrans (Caltrans 1983). This method converts VMT, lanes miles, or construction dollars into energy consumption based on data from other transportation projects in the United States. Table 4.6-5 shows the indirect energy consumption factors used in this analysis.

Table 4.6-5 Indirect Energy Consumption Factors

Mode	Factor
Manufacturing	
Passenger Vehicles	1,410 Btu/VMT
Transit Buses	3,470 Btu/VMT
Roadway (Construction)	27,300 Btu/1977 dollars
Rail (Construction)	2,108 Btu/VMT
Maintenance	
Passenger Vehicles	1,400 Btu/VMT
Transit Buses	13,142 Btu/VMT
Rail	7,060 Btu/VMT
Source: Caltrans 1983.	

b. Project Impacts and Mitigation Measures

This section describes energy impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, implementation of proposed

transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS would result in energy impacts as described in the following sections.

Threshold 1: Result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (including transportation), based on whether the project would:

- a) Result in an increase in overall per capita energy consumption relative to baseline conditions, or otherwise use energy in an inefficient, wasteful, or unnecessary manner

Impact E-1 FUTURE TRANSPORTATION IMPROVEMENT PROJECTS AND IMPLEMENTATION OF THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD NOT RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Daily operation of the regional transportation system uses energy in the form of fuel consumed by propulsion of passenger vehicles (automobiles, vans, and trucks) and transit vehicles (buses and trains). Some highway and roadway improvements included in the 2045 MTP/SCS would increase vehicle capacity, allowing a greater number of vehicles to use facilities in the region. Increases in motor vehicle trips are primarily a combined function of population and employment growth. As discussed in Section 4.15, *Transportation*, the expansion of highway capacity in the AMBAG region, such as adding additional travel lanes to U.S. 101 near Salinas, are examples of projects that may induce travel demand. It should be noted that population growth and growth in VMT would occur within the region regardless of whether the 2045 MTP/SCS is implemented. As a result, energy consumption as it relates to vehicles would increase beyond the 2020 baseline in any scenario. However, many 2045 MTP/SCS projects (e.g., bikeway and pedestrian projects, rail projects, transit projects, Transportation System Management [TSM] and Transportation Demand Management [TDM] projects, etc.) would improve the availability of alternative transportation modes and help reduce congestion and resultant air pollutants in the AMBAG region.

Construction and maintenance of the proposed 2045 MTP/SCS projects would result in short-term consumption of energy resulting from the use of construction equipment and processes. In addition, roadway and transit construction materials, such as asphalt, concrete, surface treatments, steel, rail ballast, as well as building materials, require energy to be produced, and would likely be used in projects that involve new construction or replacement of older materials, as well as construction of future infill and transit oriented development (TOD) projects/developments envisioned by the 2045 MTP/SCS. All construction and maintenance conducted pursuant to the 2045 MTP/SCS, or as a result of improvements made by the 2045 MTP/SCS, would be required to comply with relevant provisions of CALGreen.

Table 4.6-6 shows daily VMT and estimated fuel consumption translated into energy use (Btu) in the AMBAG region under 2020 baseline conditions, 2045 no project conditions, and 2045 conditions with implementation of the MTP/SCS.

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties**Table 4.6-6 Direct and Indirect Transportation Energy Use**

Year	Daily VMT	Direct Energy Use (Daily Billion Btu)	Indirect Energy Use (Daily Billion Btu)	Total Energy Use (Daily Billion Btu)	Per Capita Energy Use (Daily Thousand Btu)
2020 Baseline	17,331,954	191.74	45.0	236.8	305.6
2045 No Project	20,041,051	139.1	52.6	191.7	220.4
2045 MTP/SCS	20,032,142	139.1	65.9	205.0	235.7
Change % (Baseline vs. 2045 MTP/SCS)¹	16%	-27%	46%	-13%	-23%

¹A negative percentage represents a decrease

Notes: Daily VMT, drawn from Table 4.6-4, was used on information from Table 4.6-5 to identify direct and indirect daily Btu consumption. 2020 U.S. Census Bureau population records (774,729 persons in 2020 and 869,776 persons in 2045) were then consulted to identify daily per capita Btu consumption (U.S. Census Bureau 2021).

As shown in Table 4.6-6, regionwide daily VMT and total daily energy use would increase over time as the result of regional socioeconomic (population and employment) growth; however, this increase would be less under the 2045 MTP/SCS than under the No Project scenario. The 2045 MTP/SCS would result in an approximately 27 percent reduction in direct energy usage from vehicle fuels when compared to 2020 baseline conditions; when compared to the no project scenario would result in a negligible difference in direct energy use. The 2045 MTP/SCS would result in an approximately 13 percent decrease in total per capita energy usage when compared to 2020 baseline conditions; however, this would be a smaller reduction in per-capita energy use than the No Project scenario.

Transportation Improvement Projects

The transportation improvements proposed under the 2045 MTP/SCS would result in a more efficient transit system. The 2045 MTP/SCS would result in greater availability of public transit and other alternative modes of transportation, such as Complete Streets and active transportation. In addition, Santa Cruz County proposes other transportation projects that promote the use of alternatively fueled vehicles. For example, the County's Electric Bicycle Commuter Incentive Program would provide financial incentives to encourage the use of electric bicycles over gasoline powered vehicles, and the Transportation System Electrification Program would invest in more charging stations for electric vehicles, plug-in hybrids, ebikes, and scooters throughout the county. Transportation projects, such as the aforementioned, would change the transportation system in the AMBAG region to be less reliant on petroleum products and would promote fuel efficiency. In addition, improvements to State fuel efficiency standards for vehicles and State-mandated increases in the supply and use of alternative transportation fuels would further reduce fuel consumption, such as continued implementation of the Electric Vehicle Infrastructure for the AMBAG region.

Land Use Changes

The 2045 MTP/SCS emphasizes a regional land use scenario that promotes mixed use and infill development in existing commercial corridors in combination with high quality transit service (e.g., bus service that has headways of 15 minutes or less during the peak period, Bus Rapid Transit [BRT], express bus or rail) and improved bicycle and pedestrian infrastructure. Although some outlying development in more rural areas would still occur under the 2045 MTP/SCS, the emphasis on mixed use and infill projects would help reduce per-capita VMT and energy use because they would locate people closer to existing goods and services, thereby resulting in shorter vehicle trips and/or promoting walking or biking and they would locate people closer to existing transportation hubs, thereby encouraging the use of alternative modes of transit (e.g., buses) and resulting in fewer vehicle trips. Operation of future infill projects would increase overall demand for energy beyond existing demand; however, such development would not require unusual, unnecessary, or wasteful amounts of energy. Future land use projects would to be constructed using standard building practices. These projects would also be subject to CALGreen and California Building Energy Efficiency Standards, which set forth specific energy efficiency requirements related to design, construction methods and materials.

In summary, the 2045 MTP/SCS would not increase overall per capita energy consumption relative to baseline conditions, or otherwise result in use of energy in an inefficient, wasteful, or unnecessary manner. Impacts would be less than significant.

Mitigation Measures

None required.

Threshold 1: Result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (including transportation), based on whether the project would: b) Result in an increased reliance on fossil fuels and decreased reliance on renewable energy sources
--

Impact E-2 THE 2045 MTP/SCS WOULD NOT INCREASE RELIANCE ON FOSSIL FUELS OR DECREASE RELIANCE ON RENEWABLE ENERGY SOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Pursuant to CPUC regulations, utilities such as PG&E, KCCP and 3CE utilize a long-term planning process to plan for increased energy demand in the future with its publication of ten-year integrated resource plans. The most recent PG&E plan, titled *PG&E's 2020 Integrated Resource Plan*, details planned projects between 2020 and 2030 that aim to ensure compliance with North American Electric Reliability Corporation standards, improve transmission system access for renewable generation to meet Renewable Portfolio Standard (RPS) goals and targets, improve service reliability for end users and coordinate long-term plans for PG&E's transmission system (PG&E 2020). Similarly, the most recent 3CE plan, titled *Monterey Bay Community Power Authority 2020 Integrated Resource Plan*, outlines plans to increase annual accounts from 295,000 to 400,000, increase service capacity by 5,000

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gigawatt-hours per year, and achieve 60 percent renewable energy procurement by 2025 and 100 percent renewable energy procurement by 2030 (3CE 2021).

Each Integrated Resource Plan published is a ten-year planning document; thus, each utility will continue to assess the reliability and capacity of its energy facilities every ten years based on critical system conditions, growth assumptions and study years agreed upon by the California Independent System Operator Corporation (CAISO) and participating stakeholders.

As shown in Table 4.6-6 and discussed above, the 2045 MTP/SCS would result in an approximately 13 percent reduction in total energy usage when compared to 2020 baseline conditions. Projects in the 2045 MTP/SCS that specifically support alternative energy use include the following:

- **AMBAG ID SC-VAR-907-VAR: Transportation System Electrification in Santa Cruz County.** AMBAG in partnership with other local government agencies and electric vehicle manufacturers, businesses, and Ecology action would work together to establish more electric vehicle charging stations for electric vehicles, plug-in hybrids, neighborhood electric vehicles, ebikes, and scooters in the county.
- **AMBAG ID CO 36SC: State Park Drive/Seacliff Village Improvements in Santa Cruz County.** Sidewalks, bike lanes, bus turnouts, central plaza, street lighting, electric vehicle charging station, parking landscaping, drainage, and roadway overlay in the core area of the Seacliff State Beach park in the town of Aptos.

In addition, several Active Transportation projects in Monterey, San Benito, and Santa Cruz counties would increase multi-modal transportation by providing bike lanes and/or sidewalks for better connectivity.

As described under Impact E-1, the 2045 MTP/SCS emphasizes a regional land use scenario that promotes mixed use and infill development in existing commercial corridors in combination with high quality transit service and improved bicycle and pedestrian infrastructure, which would reduce per-capita energy use. Operation of future infill projects would increase overall demand for energy beyond existing demand; however, such development would not require unusual, unnecessary, or wasteful amounts of energy.

Therefore, the 2045 MTP/SCS would not increase reliance on fossil fuels or decrease reliance on renewable energy sources. Impacts would be less than significant.

Mitigation Measures

None required.

Threshold 2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Impact E-3 THE 2045 MTP/SCS WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed above, the 2045 MTP/SCS would result in an approximately 13 percent decrease in total per capita energy use in the region compared to 2020 baseline conditions and would not result in energy used in an unnecessary or wasteful manner. Implementation of the 2045 MTP/SCS would result in lesser net energy consumption than 2020 baseline conditions and the 2045 MTP/SCS would not result in the inefficient, wasteful, or unnecessary consumption of energy because it would be consistent with existing relevant energy conservation policies. Accordingly, inconsistencies between the 2045 MTP/SCS and adopted plans and policies related to energy conservation or renewable energy have not been identified. The discussion below further examines consistency with adopted plans and policies related to energy conservation or renewable energy.

AMBAG monitors regulations related to fuel efficiency standards and alternative fuel vehicles. The 2045 MTP/SCS would not conflict with such regulations (e.g., Energy Policy and Conservation Act and CAFE Standards, EPCRA92, Energy Independence and Security Act of 2007, AB 1493: Reduction of Greenhouse Gas Emissions, AB 1007: State Alternative Fuels Plan).

The 1975 Warren-Alquist Act established the California Energy Resource Conservation and Development Commission, now known as the California Energy Commission (CEC), and established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy. Based on the data above, and explained in the conclusion below, the 2045 MTP/SCS would not result in wasteful, inefficient, or unnecessary use of energy. Therefore, the 2045 MTP/SCS is consistent with the Warren-Alquist Act policies.

SB 1078 as accelerated by SB 350 and SB 100, establishes a renewable portfolio standard for electricity supply, and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 60 percent of electricity retail sales from renewable sources by 2030. In addition, the 2019 IEPR includes a set of strategies to address California's future energy needs. Key topics covered in the report include electricity resource and supply plans; electricity and natural gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues. The proposed 2045 MTP/SCS would not conflict with these policies. Refer to Section 4.8, *Greenhouse Gas Emissions/Climate Change*, for a discussion of greenhouse gas emissions reductions related to the proposed 2045 MTP/SCS.

Locally, the proposed 2045 MTP/SCS would be consistent with the 2010 Monterey County General Plan, the 1994 Santa Cruz County General Plan and Local Coastal Program, and the 2015 San Benito County 2035 General Plan energy policies. These plans encourage the use of renewable energy, energy conservation, and energy efficiency techniques in all new building

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design, orientation, and construction and support of alternative transportation and fuels. As described above, the 2045 MTP/SCS includes TDM and TSM intended to improve the efficiency and effectiveness of the transportation system, reducing fuel consumption, transit, and other alternative modes of transportation, such as new pedestrian and bicycle facilities and promotes mixed use and infill development.

In summary, the 2045 MTP/SCS is consistent with applicable plans and policies regarding energy conservation and renewable energy. Impacts would be less than significant.

Mitigation Measures

None required.

c. Specific 2045 MTP/SCS Project That May Result in Impacts

The analysis within this section discusses the potential energy related impacts associated with the 2045 MTP/SCS. The transportation projects within the 2045 MTP/SCS are evaluated herein in their entirety and are intended to improve circulation rather than cause adverse impacts. However, as described above, the 2045 MTP/SCS would increase both energy usage both directly and indirectly as a result of project construction and operation. These effects have been found to be less than significant, as described above. Any number of the 2045 MTP/SCS projects would presumably increase energy usage. For example, any project that requires construction equipment or lighting improvements would increase energy usage. Thus, no specific projects are listed in this section related to the adverse impacts on energy in the AMBAG region.

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4.7 Geology and Soils

This section describes seismic ground shaking, erosion, geologic stability, and paleontological resource impacts of development facilitated by the 2045 MTP/SCS.

4.7.1 Setting

All three counties in the AMBAG region are part of the Coast Ranges geomorphic province, a region dominated by active tectonics at the margin of the Pacific and North American tectonic plates. Existing geologic, soils and flooding conditions for each county are briefly summarized below. Figure 4.7-1, Figure 4.7-2 and Figure 4.7-3 show known active faults in each county. Figure 4.7-4 shows the envisioned 2045 MTP/SCS projects near fault areas and Figure 4.7-5 shows the planning area and its proximity to Alquist-Priolo Zones.

a. Monterey County

At the southwestern portion of AMBAG's planning area, Monterey County has approximately 100 miles of coastline, two coastal ranges (the Santa Lucia and Gabilan Mountain Ranges) and two valleys (the Salinas and Carmel Valleys).

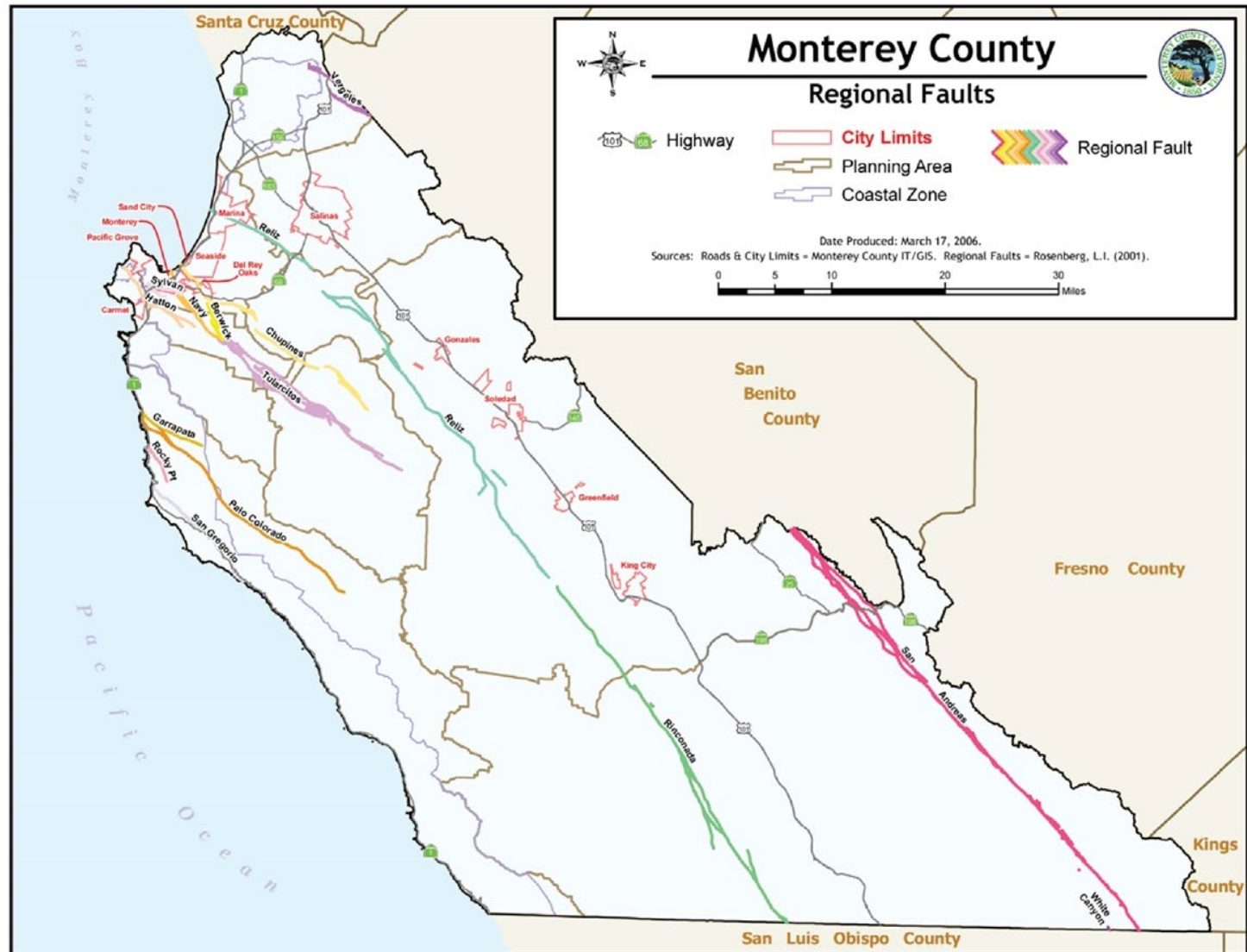
Geologic Formations

The interaction between Pacific and North American tectonic plates has created the primary geologic formations in Monterey County, as uplift along faults is largely responsible for the formation of the Coast Ranges, including the Santa Lucia and Gabilan Ranges. These granitic and metamorphic mountain ranges trend in a northwest-southeast direction, with the Santa Lucia Range along the coast and the Gabilan Range along Monterey County's eastern border (RWMG 2013). Located between the Santa Lucia and Gabilan mountain ranges, the Salinas Valley is a broad basin filled with several thousand feet of sediment. This valley is 130 miles long and generally 10 to 20 miles wide. The northern part of Monterey County, between the Salinas River mouth and the Pajaro Valley, has a more undulating topography and wide sandy beaches at the coastline.

Earthquake Ground Shaking and Fault Rupture

According to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan, several active faults run through the County (Monterey County 2014). These faults include but are not limited to the San Andreas, Reliz, Chupines, Tularcitos, Berwick, Navy, Sylvan, Hatton and Vergeles Faults (see Figure 4.7-1). Historically, most of the earthquakes that have occurred in Monterey County originated from movement along the San Andreas Fault system, which runs through the southeastern portion of the county for approximately 30 miles. This fault system is the most active in California and, in its entirety, runs 800 miles along the California coastline. Fault rupture can occur during severe earthquakes and produce ground surface displacements (vertical or horizontal offsets) ranging in severity. Where these faults cross structures (roads, bridges, buildings), substantial damage can

Figure 4.7-1 Monterey County Fault Zones



Source: Monterey County General Plan Draft EIR, Exhibit 4.4.1, 2008.

Figure 4.7-2 San Benito County Fault Zones

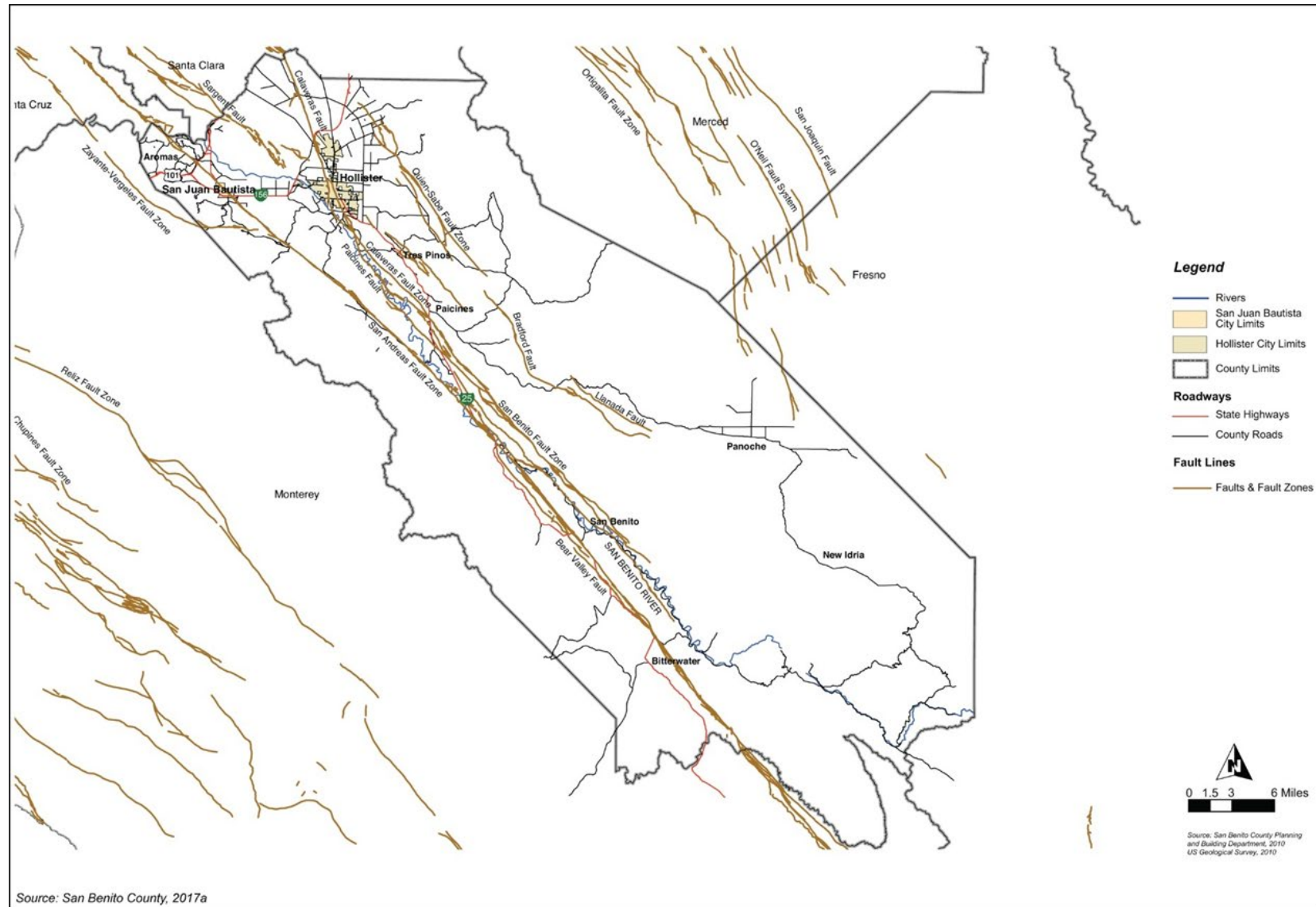
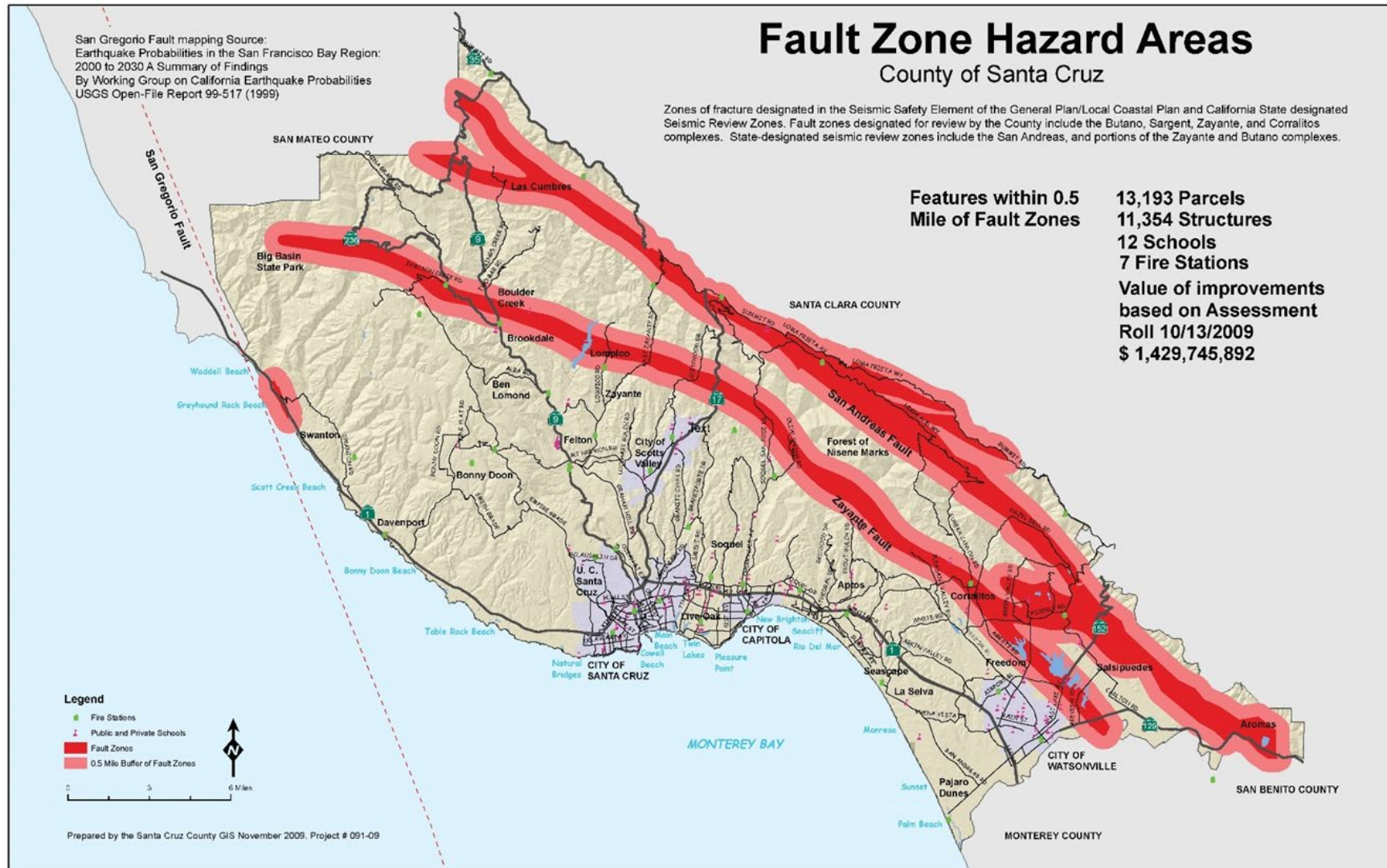
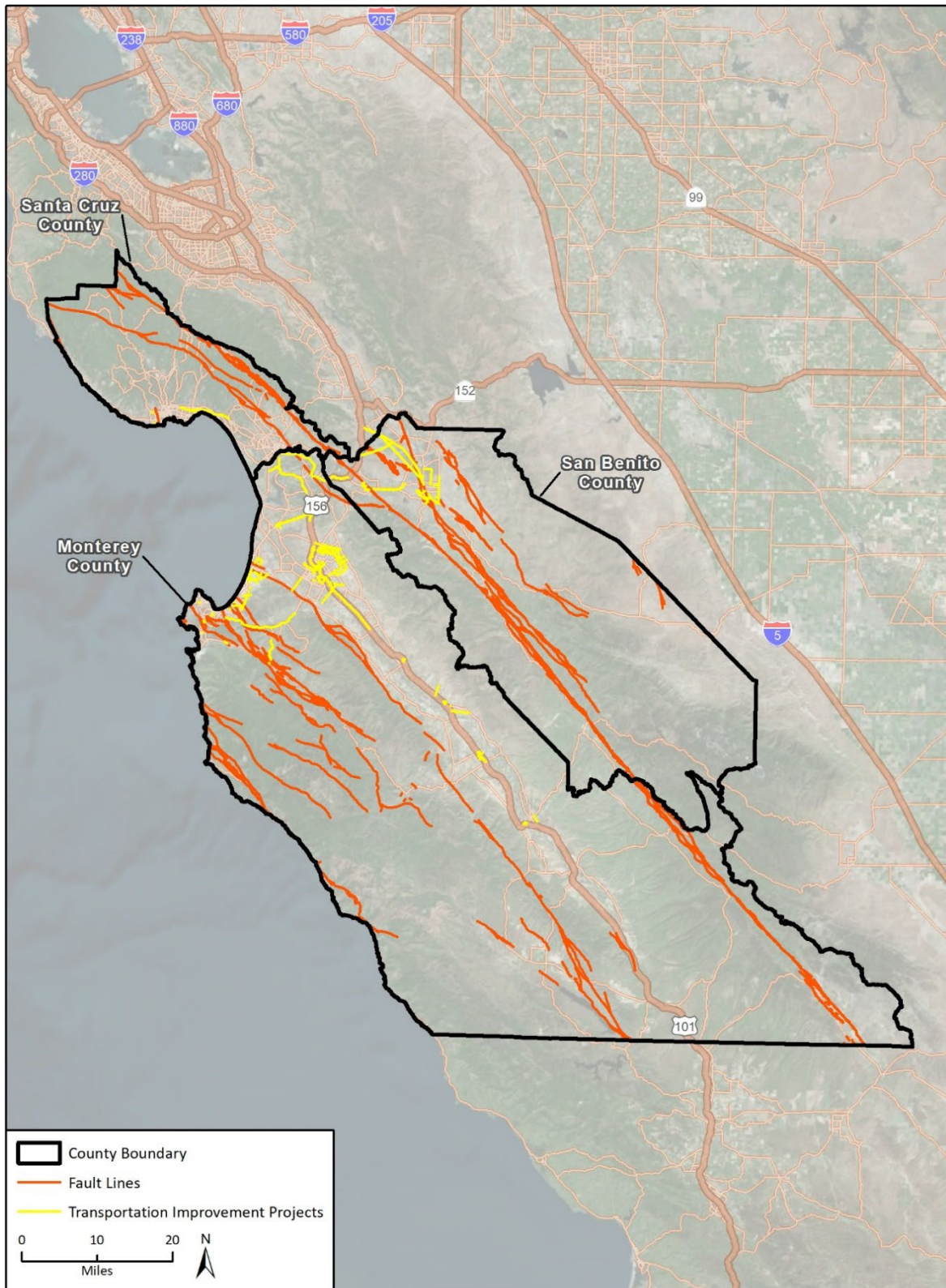


Figure 4.7-3 Santa Cruz County Fault Zones



Source: Santa Cruz County GISWeb, 2012

Figure 4.7-4 MTP/SCS Transportation Projects within Fault Areas

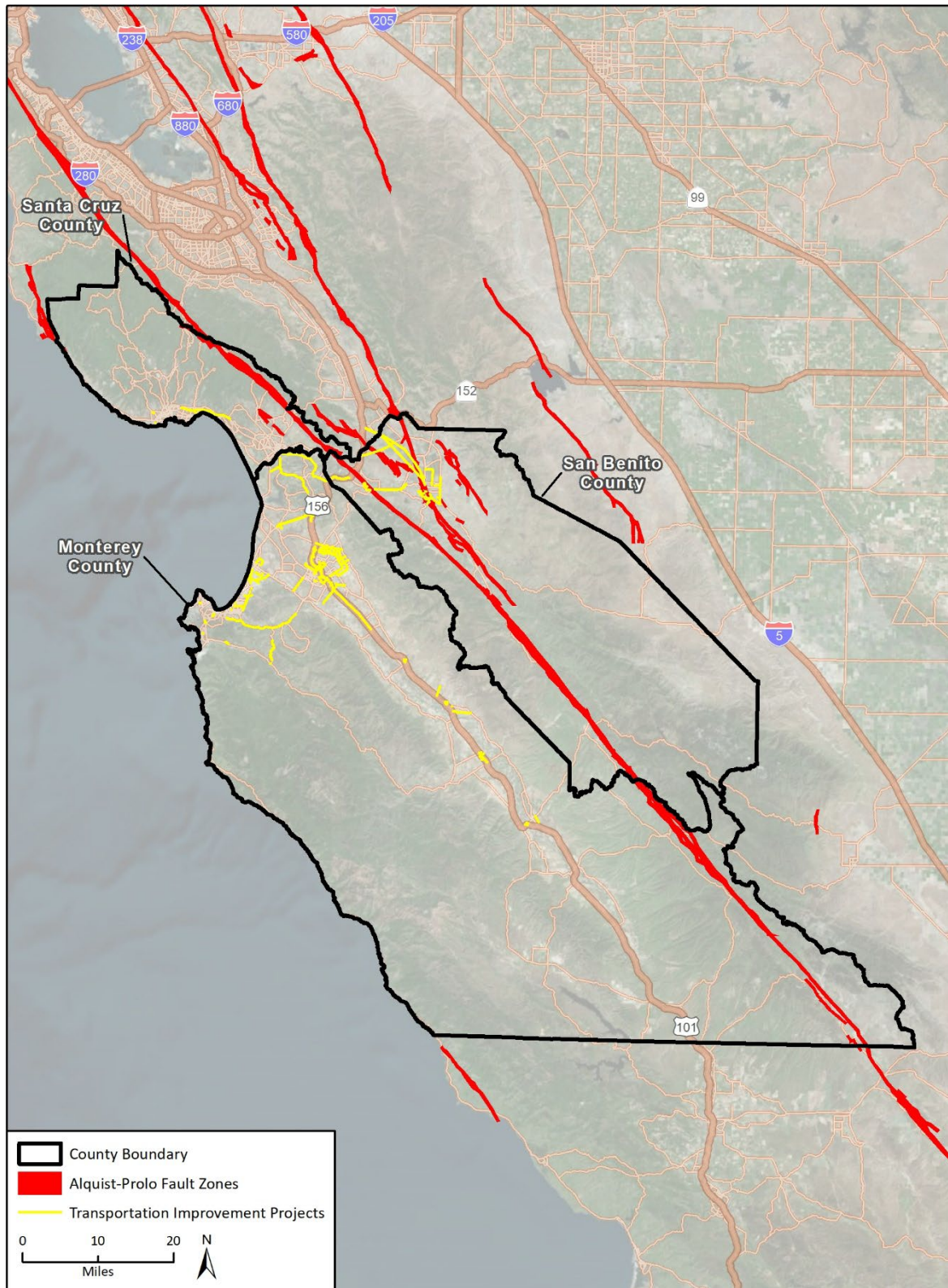


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Additional data provided by AMBAG 2021 and USGS 2020.

Fig 4.7-4 Projects within Fault Areas 20210817

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Figure 4.7-5 MTP/SCS Transportation Projects within Alquist Priolo Zones



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Additional data provided by USGS 2020.

Fig 4.7-5 Projects within Alquist Priolo Zones 20210820

occur which can cause injury to occupants or users. The highest potential for fault rupture is directly on the active faults. Monterey County also is susceptible to high levels of ground shaking due to the numerous active faults which pass through or border the county. The portions of Monterey County with the highest susceptibility to ground shaking are the lower Salinas Valley (northward from the City of Gonzales), the peninsular area from Carmel to the Santa Cruz County line and in the southeast around Parkfield.

Liquefaction and Lateral Spreading

Liquefaction, or the loss of soil bearing strength during a strong earthquake, is a potential occurrence in areas with younger soils as well as in areas where the groundwater table is less than 50 feet deep. Specifically, in areas of loose sand and silt that is saturated with water, soils can behave like liquid during earthquakes. Liquefaction can cause serious damage to foundations and bases of structures (USGS n.d.). Liquefaction in a subsurface layer can cause lateral spreading of the ground surface, which usually occurs along weak shear zones that have formed within the liquefiable soil layer. Lateral spreading has generally been observed to take place in the direction of a free face (e.g., a retaining wall or slope). In Monterey County, this condition occurs mainly along the Salinas River and floodplain, the Moss Landing and Elkhorn Slough areas, the Carmel River and floodplain, the San Antonio and Lockwood Valleys and the Peachtree and Cholame Valleys (Monterey County 2008). The severity of ground deformation due to liquefaction is dependent on the density and depth of the liquefied material. Shallower materials experience the most severe effects.

Slope Stability

Landslides and surficial slope failures are most likely to occur in areas of greater than 25 percent slope (hillside areas) and along steep bluffs. Landslides also occur due to specific events, such as loss of vegetation after fires or earthquakes adding loads to barely stable slopes. Monterey County is vulnerable to slope instability in the Santa Lucia Mountain Range and fault zones, especially after prolonged rainfall. In general, mountainous areas and steeply sloped streambanks are most susceptible to landslides or mudflows when soils are wet, particularly adjacent to areas of unstabilized cut or fill. High susceptibility to earthquake-induced landslides does not generally occur in the urbanized areas of Monterey County, including cities in the Salinas Valley or along the Monterey Peninsula (Monterey County 2008).

Expansive Soils

Soils with relatively high clay content are expansive because the clay absorbs water and swells (expands). Because the bedrock and soils contain relatively high amounts of clay, the potential for soil expansion occurs throughout the County. However, the Monterey County Multi-Jurisdictional Hazard Mitigation Plan does not identify substantial risks from expansive soils and states that no historic events related to this hazard have occurred in the County (Monterey County 2014).

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Subsidence

Subsidence is a gradual settling or sudden sinking of the Earth's surface due to removal or displacement of subsurface earth materials. Principal causes include aquifer-system compaction associated with groundwater withdrawals; drainage of organic soils; underground mining; or natural compaction or collapse, such as with sinkholes or thawing permafrost (USGS 2021). Monterey County includes areas with oil mining and groundwater extraction that can be at risk from subsidence. However, there is little evidence of widespread land subsidence from drainage of organic soils, underground mining, or hydrocompaction in Monterey County. The Carmel Valley includes soils that are comprised of Holocene deposits, which could be susceptible to subsidence resulting from groundwater extraction in the underlying aquifer (Monterey County 2015).

Mineral Resources

The primary mineral commodities currently mined in Monterey County are sand, gravel, and petroleum (County of Monterey 2007). Historic mineral production in Monterey County included sand and gravel mining for construction materials, mining for industrial materials (diatomite, clay, quartz, and dimension stone), and metallic minerals (chromite, placer gold, manganese, mercury, platinum, and silver). The predominant non-metallic minerals found in the county include sand and gravel, limestone, and dolomite, gemstones (mainly jade and jasper), asbestos, barite, clay, diatomite, feldspar, phosphate, sodium compounds, and stone. Of the non-metallic minerals, construction-grade aggregate (sand, gravel, and crushed stone) is the most abundant and commonly used mineral resource in the county (County of Monterey 2007). The only area designated as MRZ-2, an area of identified mineral resource significance, in Monterey County is in the vicinity of Marina, Sand City, and Seaside (County of Monterey 2007).

According to the Department of Conservation, Division of Mines and Geology Special Report 146, Part IV, there are eight Mineral Resources Zones Sectors in Monterey County. These sectors are identified as Sector G (Sur Series Marble and Dolomite – Natividad Deposit) located on the west flank of the Gabilan Range at the northeastern end of the Salinas Valley, about 1 mile south of Sugarloaf Peak; Sector H (Quaternary Beach and Dune Sand – Monterey Bay) located along the southeastern edge of Monterey Bay and is adjacent to Marina State Beach; Sector I (Quaternary Dune Sand – Monterey Bay Deposit) located along the southeastern shore of Monterey Bay; Sector J (Cretaceous Quartz Diorite – Huckleberry Hill Deposit) located south of Monterey and Pacific Grove and east of Pebble Beach on the Monterey Peninsula; Sector K (Holocene Stream Channel and Terrace Deposits – Carmel River) located in the Carmel River which flows due west across the southern half of the quadrangle to Carmel Bay; Sector N (Quaternary Alluvium – King City Transit Mix, Inc.) located in the stream channel and flood plain of Chalone Creek, near its confluence with the Salinas River at Metz Station on the Southern Pacific Railroad, 8 miles south of Soledad and 13 miles of King City; Sector O (Quaternary Alluvium – South County Sand and Gravel) located at the mouth of Chalone Creek west of the Metz Road, 8 miles south of Soledad and 13 miles north of King City; and Sector P (Quaternary Alluvium – Topo Aggregates) located along San Lorenzo

Creek low on the west slope of the Gabilan Range. The western part of the property is adjacent to King City – Bitterwater Road and is situated approximately 6 miles northeast of King City (DOC 1987).

b. San Benito County

Located in the eastern portion of AMBAG's planning area, San Benito County topography is dominated by the Diablo and Gabilan Mountain ranges and the valleys between these ranges.

Geologic Formations

In the north-central portion of San Benito County lie the relatively flat San Juan, Hollister and Santa Ana valleys, which are composed of alluvium. The Diablo and Gabilan Ranges are located to the east and west of these valleys, respectively. According to the San Benito County General Plan EIR (San Benito County 2015b), the Diablo and Gabilan Ranges consist of highly deformed and metamorphosed sedimentary and igneous rocks. These rock formations have been intensely deformed during the collision of the North American Plate and the Pacific Plate and have undergone low grades of metamorphism. The low grade metamorphism has resulted in the alteration of ultramafic rocks to asbestos-containing formations.

Earthquake Ground Shaking and Fault Rupture

Several well-known geologic features traverse San Benito County. The most substantial is the San Andreas Fault, which runs the length of the county stretching 60 miles from the Santa Cruz County line in the north, to the Monterey County line in the south (San Benito County 2015). Other notable faults in San Benito County include the Calaveras (principal active fault), Sargent, Paicines, Bear Valley, Zayante-Vergeles and Quien-Sabe Faults. In San Benito County, the highest ground shaking potential occurs in the north-central valley region, including the Cities of Hollister and San Juan Bautista (see Figure 4.7-2).

Liquefaction and Lateral Spreading

Although San Benito County is not subject to any recognized hazard areas for liquefaction, the risk of liquefaction and lateral spreading is considered highest near Quaternary alluvial deposits where soil saturation is close to the land surface. Specifically, in areas of loose sand and silt that is saturated with water, soils can behave like liquid during earthquakes. Liquefaction can cause serious damage to foundations and bases of structures (USGS n.d.). The potential for liquefaction and thus lateral spreading is recognized throughout the Santa Clara Valley in San Benito County and in most areas where unconsolidated sediments and a high water table coincide. Liquefaction has been reported from historical earthquakes near San Juan Bautista and Hollister (San Benito County 2015b).

Slope Stability

Slope instability occurs in areas with steep topography, as well as near Hollister, Tres Pinos, and Paicines, and along faults (see Figure 4.7-2). Landslides can occur due to specific events, such as loss of vegetation after fires or earthquakes adding loads to barely stable slopes.

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Subsidence

Areas susceptible to subsidence in San Benito County are typically composed of open textured soils that become saturated or extensive withdrawal of groundwater or oil. Subsidence as a result of ground water mining has been well documented in the Santa Clara Valley to the north. Cases of subsidence within the County have not been well documented. Subsidence in the Santa Clara Valley is mainly due to hydrocompaction from groundwater withdrawal. The valley deposits within the County are also at risk for subsidence if groundwater overdraft conditions exist (San Benito County, 2015b).

Mineral Resources

According to the Department of Conservation, Division of Mines and Geology Special Report 146, Part IV, there are two Mineral Resources Zones Sectors in San Benito County. These sectors are identified as Sector E (Holocene Stream Channel and Terrace Deposits, San Benito River and Tres Pinos Creek), located along the channel of the San Benito River from Tres Pinos to the County line in the northwest and Sector F (Cretaceous Honblende Gabbro-Aromas Deposit), located five miles from Chittenden Pass to Pajaro Gap and classified as MRZ-2 (DOC 1987) (County of San Benito 2015).

c. Santa Cruz County

Santa Cruz County is bounded to the north by San Mateo County, to the east by the crest of the Santa Cruz Mountains, to the south by the Pajaro River and to the west by the Pacific Ocean. The County is characterized by steep coastal bluffs and deep mountain canyons.

Geologic Formations

The Santa Cruz Mountains consist of predominantly marine sedimentary rocks of Paleocene to Pliocene age and non-marine sediments of Pleistocene and Holocene age, which overlay a granitic and metamorphic basement from the Cretaceous period or older (SCCRTC 2013).

Earthquake Ground Shaking and Fault Rupture

The major faults in Santa Cruz County are the San Andreas Fault, the Zayante-Vergeles Fault, San Gregorio Fault, and the Monterey Bay – Tularcitos Fault Zone. These faults are associated with Holocene activity (movement in the last 11,000 years) and are considered to be active (SCCRTC 2013) (Figure 4.7-3). Southwest of the San Andreas Fault, the older sedimentary rocks in the Coast Ranges are moderately to strongly deformed, with steep-limbed folds and several generations of faults associated with uplift of the Santa Cruz Mountains. Along the coast, the ongoing tectonic activity is most evident in the gradual uplift of the coastline, as indicated by the series of uplifted marine terraces that sculpt the coastline.

Although a map of ground shaking hazards is not available for Santa Cruz County, the County of Santa Cruz Local Hazard Mitigation Plan 2015-2020 states that, based on historical evidence, the entire County is vulnerable to ground shaking from earthquakes (Santa Cruz County 2015). The epicenter of the Loma Prieta earthquake in October 1989, which was the

most intense to strike California since 1906, was located on the San Andreas Fault, approximately 10 miles east-northeast of the City of Santa Cruz.

Liquefaction and Lateral Spreading

Liquefaction and lateral spreading potential in Santa Cruz County is high in lowland areas of the City of Santa Cruz, the Soquel Valley and the Pajaro River Valley (Santa Cruz County 2015). Specifically, in areas of loose sand and silt that is saturated with water, soils can behave like liquid during earthquakes. Liquefaction can cause serious damage to foundations and bases of structures (USGS n.d.).

Slope Stability

Areas subject to landslide hazards are widely dispersed across inland portions of Santa Cruz County (Santa Cruz County 2015a).

Expansive Soils

Expansive soils occur in southeastern Santa Cruz County and along the coast, especially in the City of Santa Cruz and in Capitola (Santa Cruz County 2015a).

Subsidence

Santa Cruz County does not have any areas that have a high susceptibility to subsidence. Estimated potential for areas within the county that are at a low susceptibility to subsidence include the coastal areas of the County as well as inland toward the middle of the County.

Mineral Resources

According to the Department of Conservation, Division of Mines and Geology Special Report 146, Part IV, there are five Mineral Resource Zones Sectors in Santa Cruz County. These sectors are identified as Sector A (Cretaceous Quartz Diorite and Metasedimentary Rocks – Ben Lomond Mountain) located on the east side of Ben Lomond Mountain; Sector B (Santa Margarita Formation Sandstone – Felton Deposits) located north and east of Felton; Sector C (Santa Margarita Formation Sandstone – Davenport Deposit), located at Davenport, west of Santa Cruz; Sector L (Cretaceous Quartz Diorite – Olive Springs Quarry) located on the east side of Sugar Loaf Mountain, between Soquel Creek and Hester Creek, at the north of Olive Springs Road; and Sector M (Quaternary Sand and Gravels – Cabrillo Pit) located in the southern portion of the Santa Cruz Mountains, approximately 1,000 feet south of Freedom Boulevard, 6.5 miles northwest of Watsonville and 2.5 miles northeast of Rob Roy Junction (DOC 1987).

d. Paleontological Resources

Paleontological resources, also known as fossils, are the remains, traces or imprints of once-living organisms preserved in rocks or sediment. Paleontological resources are commonly found in sedimentary rock units. Paleontological sites are normally discovered in cliffs,

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ledges, steep gullies, or along wave-cut terraces where vertical rock sections are exposed. Fossil material may be exposed by a trench, ditch, or channel caused by construction.

Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits (formations) within which fossils are buried and physically destroy the fossils. Since fossils are the remains of prehistoric animal and plant life, they are considered to be nonrenewable. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

Invertebrate fossils in microscopic form such as diatoms, foraminifera and radiolarians can be so prolific as to constitute major rock material in some areas. Invertebrate fossils normally are marine in origin, widespread, abundant, fairly well preserved, and predictable as to fossil sites. Therefore, the same or similar fossils can be located at any number of sites throughout central California. Vertebrate fossil sites are usually found in non-marine or continental deposits. Vertebrate fossils of continental material are usually rare, sporadic and localized. According to the University of California Museum of Paleontology (UCMP) several vertebrate localities containing terrestrial mammals (mammoth, mastodon, horse, ground sloth, camel and rodents) have been identified from the Pleistocene non-marine continental deposits throughout the AMBAG region (UCMP 2021). Therefore, the AMBAG region contains areas of high paleontological sensitivity.

4.7.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1977 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the act established the National Earthquake Hazard Reduction Program (NEHRP). NEHRP’s mission includes improved understanding and characterization of hazards and vulnerabilities, improvement of building codes and land use practices, risk reduction through post-earthquake investigations and education, development and improvement of design and construction techniques, improvement of mitigation capacity, development of alternative performance objectives to advance functional recovery, and accelerated application of research results. The NEHRP designates the National Institute of Standards and Technology as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under the NEHRP help inform and guide planning and building code requirements, such as emergency preparedness responsibilities and seismic code standards.

Disaster Recovery Reform Act of 2018

The Disaster Recovery Reform Act was signed into law in 2018. The reforms acknowledge the shared responsibility for disaster response and recovery, are intended to reduce the complexity of the Federal Emergency Management Agency (FEMA), and build the nation's capacity for the next catastrophic event. The law, which amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act, contains 56 distinct provisions that require FEMA policy or regulation changes for full implementation. Examples of the provisions include expanding eligible hazard mitigation activities including the replacement of electric utility poles resilient to extreme winds (Section 1204) and earthquake early warning technology (Section 1233).

b. State Laws, Regulations, and Policies

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, California's Alquist-Priolo Act (PRC 2621 et seq.), is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones. Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined as within the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria and judgment (Hart and Bryant 1997).

Seismic Hazards Mapping Act of 1990

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC 2690–2699.6) is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act: the State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides and other corollary hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

California Building Code

The California Building Code (CBC) has been codified in the CCR as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible

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for coordinating all building standards. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The 2019 CBC is based on the 2018 IBC published by the International Code Council. In addition, the CBC contains necessary California amendments, which are based on reference standards obtained from various technical committees and organizations, such as the American Society of Civil Engineers (ASCE), the American Institute of Steel Construction, and the American Concrete Institute. ASCE Minimum Design Standard 7-05 (ASCE 7-05) provides requirements for general structural design and includes means for determining earthquake loads, as well as other loads (e.g., flood, snow, wind), for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California.

The earthquake design requirements consider the occupancy category of the structure, site class, soil classifications, and various seismic coefficients that are used to determine a Seismic Design Category (SDC) for a project as described in Chapter 16 of the CBC. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E (very high seismic vulnerability and near a major fault) and SDC F (hospitals, police stations, emergency control centers in areas near major active faults). Design specifications are then determined according to the SDC in accordance with Chapter 16 of the CBC. Chapter 16, Section 1613 provides earthquake loading specifications for design and construction to resist the effects of earthquake motions in accordance with ASCE 7-05.

Chapter 18 of the CBC covers the requirements of geotechnical investigations (Section 1803); excavation, grading, and fills (Section 1804); load-bearing of soils (1806); foundations (Section 1808); shallow foundations (Section 1809); and deep foundations (Section 1810). Chapter 18 also describes analysis of expansive soils and the determination of the depth to groundwater table. For SDC D, E, and F, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading, plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also addresses mitigation measures to be considered in structural design, which may include ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site specific peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions.

Specifically, Section 1803.7 of the CBC requires geologic and earthquake engineering reports for all proposed construction. The purpose of the engineering report is to identify geologic and seismic conditions that may require mitigation. The reports, which are prepared by a

California certified engineering geologist in consultation with a California-registered geotechnical engineer, assess the nature of the site and potential for earthquake damage based on appropriate investigations of the regional and site geology, project foundation conditions, and potential seismic shaking at the site. These reports must consider the most recent CGS Note 48 (Checklist for the Review of Engineering Geology and Seismology Reports for California Public Schools, Hospitals, and Essential Services Buildings), CGS Special Publication 42: Fault Rupture Hazard Zones in California (for project sites proposed within an Alquist-Priolo Zone), and the most recent version of CGS Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazard in California (for project sites proposed within a Seismic Hazard Zone). All conclusions must be fully supported by satisfactory data and analysis.

The geotechnical report required by Section 1803 provides completed evaluations of the foundation conditions of the site and the potential geologic and seismic hazards. It includes site specific evaluations of design criteria related to the nature and extent of foundation materials, groundwater conditions, liquefaction potential, and settlement potential and slope stability, as well as the results of the analysis of problem areas identified in the engineering geologic report. The geotechnical report incorporates estimates of the characteristics of site ground motion provided in the engineering geologic report. The geotechnical report must be prepared by a geotechnical engineer registered in the State of California with the advice of the certified engineering geologist and other technical experts, as necessary. The approved engineering geologic report is submitted with, or as part of, the geotechnical report. Local jurisdictions in the AMBAG region typically regulate construction activities through a process that requires the preparation of a site specific geotechnical investigation, consistent with Title 24, Part 2, Chapter 18 of the CBC.

California Department of Transportation Regulations and Seismic Design Criteria

The California Department of Transportation (Caltrans) has Seismic Design Criteria (SDC) which contain new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support and Materials and Foundations. Memo 20-1 outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components and seismic design practices that collectively comprise Caltrans' seismic design methodology (Caltrans 2010).

Clean Water Act Section 402

Section 402 of the Clean Water Act authorizes the California State Water Resources Control Board (SWRCB) to issue National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit (Water Quality Order 99-08-DWQ, as amended), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided that the permittee:

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- Develops and implements a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters.
- Eliminates or reduces non-stormwater discharges to storm sewer systems and other waters of the nation.
- Performs inspections of all BMPs

California Surface Mining and Reclamation Act (SMARA)

SMARA mandated the initiation by the State geologist of mineral land classification to help identify and protect mineral resources in areas within the State subject to urban expansion or other irreversible land uses that would preclude mineral extraction. Areas are classified into mineral resource zones based on the presence of deposits and how much evaluation of the resource has occurred.

SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State geologist, to designate lands containing mineral deposits of regional or Statewide significance. Areas designated by SMGB are incorporated by regulation into Title 14, Division 2 of the CCR. Such designations require that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies and that the lead agency consider the importance of the mineral resource to the region or the State as a whole and not just the lead agency's jurisdiction. In 1979, SMGB adopted guidelines for the management of mineral resources and preparation of local plans. The guidelines require local general plans to reference the State-identified mineral deposits and sites that are identified by the State geologist for conservation and/or future mineral extraction. Subsequently, SMGB identified urbanized areas where irreversible land uses precluded mineral extraction.

Assembly Bill (AB) 885 – On -Site Wastewater Treatment Systems

AB 885 (Chapter 781, Statutes of 2000) required SWRCB to draft and implement regulations for siting, installation, operation, and maintenance of on-site wastewater treatment systems. Proposed regulations were issued in 2009 and adopted in June 2012.

c. Local Laws, Regulations, and Policies

Monterey County

The Safety Element of the Monterey County General Plan (Monterey County 2010a) contains goals and policies related to seismic hazards. Goal S-1 of the General Plan is to "Minimize the potential for loss of life and property resulting from geologic and seismic hazards." The policies listed under Goal S-1 would ensure that land uses contain measures to reduce loss from earthquakes (Policy S-1.1), site specific geologic studies for new development (Policy S-1.3) and require development review (Policy S-1.7) (Monterey County 2010b). Monterey

County Code Chapter 16.12 is designed to eliminate and prevent conditions of accelerated erosion. The chapter requires control of all existing and potential conditions of accelerated erosion and sets forth required provisions for project planning, preparation of erosion control plans, runoff control and land clearing. Monterey County Code Chapter 18.02 adopts the 2019 California Building Code by right. Monterey County Code Section 15.20.060 requires a permit be obtained for septic tanks within the county and sets forth requirements for septic tank construction.

Cities in Monterey County such as City of Monterey and City of Carmel-by-the-Sea include similar geology and soils and seismic hazard goals and policies in their respective general plans. Goal a of the City of Monterey's General Plan, Safety Element is to "Evaluate seismic safety when reviewing development applications and land uses" The policies listed under Goal a would ensure that land uses contain measures to reduce loss from earthquakes (Policy a.1, Policy a.2, Policy a.3, and Policy a.4), limiting development in hazard areas (Policy a.5), and reinforcing existing structures (Policy a.6). Goal b of the City of Monterey's General Plan, Safety Element is to "Minimize landslide hazards by locating development away from steep slopes and by requiring excellent grading practices." The policies listed under Goal b would ensure that development on slopes over 25 percent would be prohibited (Policy b.1), grading on hillsides is minimized (Policy b.2), limit grading operations (Policy b.2) (City of Monterey 2005).

The City of Carmel-by-the-Sea's General Plan, Environmental Safety Element provides goals and policies related to seismic hazards. Goal O8-5 is to "Prevent or reduce loss of life, injury, and property damage from geologic and seismic disasters". The policies listed under Goal O8-5 would ensure that development consider potential seismic hazards (Policy P8-22), require analysis and geotechnical investigations of structures and sites (Policy P8-23 and P8-24), and avoid placement of critical facilities and high occupancy structures in areas subject to ground failure (Policy P8-25).

San Benito County

The Health and Safety Element of the San Benito County 2035 General Plan (San Benito County 2015a) contains goals and policies related to seismic and geological hazards. Goal HS-3 is to "protect lives and property from seismic and geologic hazards." Policies listed under this goal include earthquake resistant design (Policy HS-3.1), abatement of unsafe structures (Policy HS-3.4), liquefaction studies (Policy HS-3.8) and seismic safety evaluations (Policy HS-3.9) (San Benito County 2015a). Chapter 19.17 of the San Benito County Code of Ordinances requires erosion control as part of project plans that include the proposed methods for control of runoff, erosion and sediment control. San Benito County Code Chapter 21.01 adopts the 2019 California Building Code by right. San Benito County Code Section 15.07 requires a permit be obtained for septic tanks within the county and sets forth requirements for septic tank construction.

Cities in San Benito County such as the City of Hollister include similar geology and soils and seismic hazard goals and policies in their general plan. Goal HS1 of the City of Hollister's General Plan, Health and Safety Element is to "Protect community health and safety from

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natural and man made hazards.” Policies listed under this goal include location of future development (HS1.1), safety considerations in development review (HS1.2), seismic hazard design (Policy HS1.4), geotechnical and geologic review requirements (Policy HS1.5), and engineering tests for geologic conditions (Policy HS1.6) (City of Hollister 2005).

Santa Cruz County

The Health, Safety and Noise Element of the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County 2020) contains objectives and policies related to seismic hazards. Goal 6.1 is to “reduce the potential for loss of life, injury and property damage resulting from earthquakes by regulating the siting and design of development in seismic hazard areas; encouraging open space; agricultural or low density land use in the fault zones; and increasing public information and awareness of seismic hazards” (Santa Cruz County, 2020). Policies in the General Plan to implement this objective include geological review for development in designated fault zones (Policy 6.1.1), site investigation regarding liquefaction hazard (Policy 6.1.4) and location of new development away from potentially hazardous areas (Policy 6.1.5). Similar to the Monterey County Code, the Santa Cruz County Code Chapter 16.22 is designed to prevent accelerated erosion. Under Section 16.22.040 of the Santa Cruz County Code no person shall allow for the continued existence of accelerated erosion. Chapter 16.22 requires projects to have an erosion control plan, runoff control and land clearing approval. Santa Cruz County Code Chapter 12.10.215 adopts the 2019 California Building Code by right. Santa Cruz County Code Section 7.38 and 7.42 requires a permit be obtained for septic tanks within the county and sets forth requirements for septic tank construction.

Cities in Santa Cruz County such as City of Santa Cruz and City of Capitola include similar geology and soils and seismic hazard goals and policies in their respective general plans. Goal HZ6 of the City of Santa Cruz’s General Plan, Hazards, Safety, and Noise Element is to provide residents with “Protection from natural hazards.” Policies listed under this goal include reducing erosion hazards (Policy HZ6.1), discouraging development on unstable slopes (Policy HZ6.2), and reducing risk of seismic hazards (Policy HZ6.3) (City of Santa Cruz 2012).

The City of Capitola’s General Plan, Safety and Noise Element provides goals and policies related to seismic hazards. Goal SN-2 is to “Minimize the loss of life, injury, and property damage due to seismic and geologic hazards.” Policies listed under this goal include development restrictions (Policy SN-2.1), geological and seismic mitigation (Policy SN-2.2), seismic analysis (Policy SN2.3), hazard reduction from bluff erosion (Policy SN-2.4), retrofitting (Policy SN-2.5), geotechnical hazard considerations (Policy SN-2.6), and enforcing state standards (Policy SN-2.9).

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact related to geology and soils and mineral resources:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides;
2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
4. Be located on expansive soil, creating substantial risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater;
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
7. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and/or
8. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

b. Project Impacts and Mitigation Measures

The following section describes geology and soils impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Table 4.7-1 summarizes the specific transportation projects that could result in the impacts discussed in this section. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific geologic impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could be exposed to impacts caused by geology/soil conditions as described in the following sections.

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Threshold 1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides

Impact GEO-1 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT, GROUND SHAKING, OR SEISMIC-RELATED GROUND FAILURE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Fault rupture can occur along or immediately adjacent to faults during an earthquake. Fault rupture is characterized by ground cracks and displacement which could endanger life and property. Damage is typically limited to areas close to the moving fault.

Ground shaking effects are also the result of an earthquake, but the impacts can be widespread. Although a function of earthquake intensity, ground shaking effects can be magnified by the underlying soils and geology, which may amplify shaking at great distances. It is difficult to predict the magnitude of ground shaking following an earthquake, as shaking can vary widely within a relatively small area.

As indicated by Figure 4.7-4, transportation projects across the AMBAG region may be vulnerable to fault rupture. Roadway projects near faults in Monterey County include roadway widening at Highway 1 and Imjin Bridge as well as roadway widening of U.S. 101 within City of Salinas limits. In San Benito County, the proposed Highway 25 expressway conversion project from San Felipe Road to the County line would be near faults.

Regional trail projects, due to their length, could be affected by faults. The proposed San Benito River Recreational Trail would cross the Calaveras fault zone. In addition, the Monterey Bay Sanctuary Scenic Trail Network, which would traverse coastal Santa Cruz County, would be vulnerable to the San Gregorio Fault in its northern reach.

Whereas vulnerability to fault rupture is site specific, the entire AMBAG region – and thus, all projects under the 2045 MTP/SCS – would be vulnerable to ground shaking. Transportation projects in the urbanized areas of northern Monterey County and southern Santa Cruz County (near the epicenter of the Loma Prieta earthquake) would be particularly susceptible to ground shaking (Monterey County 2014). Bridge structures are most susceptible to earthquake ground shaking and fault rupture, although residential and commercial structures, as well as roadways, may also be damaged by either phenomenon.

Land use growth envisioned under the 2045 MTP/SCS includes a variety of land uses that could potentially be exposed to hazards as a result of surface fault rupture. The land use growth footprint envisioned under the 2045 MTP/SCS neither fully nor partially intersects Alquist-Priolo Zones as shown in Figure 4.7-5.

Seismic related ground failure such as liquefaction or landslides may result from an earthquake in the AMBAG region. Projects in the Salinas River valley in Monterey County;

greater Hollister area in San Benito County; and the Soquel Valley and Pajaro River Valley in Santa Cruz County are particularly susceptible to liquefaction. Roadway projects in mountainous areas or along steeply sloped streambanks are most susceptible to landslide or mudflows which may be triggered during an earthquake. Therefore, 2045 MTP/SCS projects such as the Union Road Construction (SB-COH-A11) may be impacted by seismic related ground failure.

Potential structural damage and the exposure of people to the risk of injury or death from structural failure would be minimized by compliance with California Building Code engineering design and construction measures. Foundations and other structural support features would be designed to resist or absorb damaging forces from strong ground shaking and liquefaction. To reduce impacts related to fault rupture, implementing agencies require project sponsors to comply with provisions of the Alquist-Priolo Act for project sites located within or across an Alquist-Priolo Zone.

Lead agencies must prepare site specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Act, as well as any existing local policies that exceed or reasonably replace any of the Alquist-Priolo Act's requirements. Fault identification studies required by the Alquist-Priolo Act involve on-site trenching and excavation for site specific identification and location of fault rupture planes where any future rupture would be anticipated. Structures intended for human occupancy (defined in the Act as a structure that might be occupied more than 2,000 hours per year) must be located a minimum distance of 50 feet from any identified active fault traces.

All projects are required to adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides. These requirements would partially reduce seismic impacts. Moreover, construction within seismic zones as identified by the Alquist-Priolo Act and the Seismic Hazards Mapping Act of 1990 (PRC 2690 -2699.6) are required by the CBC to follow more stringent regulations to withstand fault ruptures and ground shaking effects from seismic activities. The CBC provides standards for various aspects of construction, including but not limited to: excavation, grading and earthwork construction; fills and embankments; expansive soils; foundation investigations; liquefaction potential; and soil strength loss. In accordance with California law, proponents of specific projects are required to comply with all provisions of the CBC for certain aspects of design and construction.

The type of transportation and land use projects proposed under 2045 MTP/SCS are unlikely to exacerbate seismic activity, fault rupture, or increases in ground shaking due to the nature of the project's effects, including construction, being near or on the ground surface. Footings and pilings that could extend below the surface would be localized to the project site and require geological testing for specific impacts. The 2045 MTP/SCS would not have the potential to exacerbate risks related to seismic activity. Compliance with the CBC and provisions of the Alquist-Priolo Act, including the preparation of a site specific geotechnical investigation, would reduce the potential for seismic damage to occur as a result of implementation of 2045 MTP/SCS projects. Impacts would be less than significant.

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Mitigation Measures

None required.

Threshold 2: Result in substantial soil erosion or the loss of topsoil

Impact GEO-2 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT CAUSE SUBSTANTIAL SOIL EROSION OR LOSS OF TOP SOIL. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Transportation projects and future land use development under the 2045 MTP/SCS would include earthwork activities that could expose soils to the effects of erosion or loss of topsoil. Once disturbed, either through removal of vegetation, asphalt, or demolition of a structure, stockpiled soils may be exposed to the effects of wind and water. Construction of additional lanes on freeways and other transportation facilities could result in loss of topsoil if work includes grading, trenching, excavation, or soil removal of any kind in an area not previously used as a paved transportation facility. Erosion control can be accomplished on critical slopes being affected by natural agents.

Buildout under the 2045 MTP/SCS would occur in conformance with the Monterey County Code, Chapter 16.12 Erosion Control; San Benito County Code of Ordinances, Chapter 19.17 Grading, Drainage and Erosion Control; and Santa Cruz County Code, Chapter 16.22 Erosion Control, as discussed in Section 4.7.2, *Regulatory Setting*. These ordinances would require the appropriate measures to prevent erosion resulting from implementation of transportation and land use projects under the 2045 MTP/SCS, thus reducing erosion impacts.

In addition, the Construction General Permit would require a project specific SWPPP to be prepared for each project that disturbs an area one acre or larger. The SWPPPs would include project specific BMPs designed to control drainage and erosion. Project BMPs to control erosion may include, but would not be limited to: silt fencing, fiber rolls, slope stabilization and sand bags. These BMPs would be required as part of each individual project permit and would minimize impacts related to soil erosion and loss of top soil caused by construction or grading. Projects that would disturb less than one acre would be subject to the CalGreen requirements related to stormwater drainage that have been designed to prevent or reduce discharges of sediments through BMPs that include on-site retention and filtration. Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced.

Adherence to the applicable ordinance codes and other local, State, and local regulatory programs, as discussed above, would ensure that project specific erosion and topsoil loss would be minimized. Because such effects would not be substantial, impacts related to erosion and loss of topsoil would be less than significant.

Mitigation Measures

None required.

Threshold 3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse

Threshold 4: Be located on expansive soil, creating substantial risks to life or property

Impact GEO-3 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD BE LOCATED ON POTENTIALLY UNSTABLE SOILS, IN AREAS OF LATERAL SPREADING, SUBSIDENCE, OR HIGH LIQUEFACTION POTENTIAL, OR AREAS OF EXPANSIVE SOIL. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could be prone to slope instability, liquefaction, and other soil-related hazards. Representative transportation projects that could be subject to these hazards are listed in Table 4.7-1.

As discussed above, Monterey County is vulnerable to slope instability in the Santa Lucia Mountain Range and fault zones; San Benito County is vulnerable to slope instability near Hollister, Tres Pinos, and Paicines; and Santa Cruz County is vulnerable to slope instability across inland portions of Santa Cruz. Erosion problems are generally limited to restricted areas where grading has over-steepened slopes, has deposited fill in unstable areas, or where improper grading practices have not included provisions to seed or otherwise protect fresh slopes from eroding. Due to areas susceptible to slope instability in the AMBAG region, erosion will continue to reduce slopes to lower and lower elevations. However, this normal function is incremental and slow enough so as to be imperceptible. This can change if the erosion functions are accelerated by events, predominantly human activities related to development and grading. Roadway projects in mountainous areas or along steeply sloped streambanks are most susceptible to landslide or mudflows, especially when soils are wet and in areas adjacent to unstabilized cut or fill. Few transportation projects proposed under the 2045 MTP/SCS are located in such areas. However, projects involving cut slopes of over 20 feet in height or projects located in areas of bedded or jointed bedrock are more likely to result in a landslide.

New land use development and transportation projects constructed on expansive soils could be subject to damage or could become unstable when the underlying soil shrinks or swells. Soils with high clay content have the highest potential for shrink-swell. Potential impacts related to expansive soils may occur in coastal areas of southern Santa Cruz County and in the Pajaro River valley. Transportation improvement projects in the 2045 MTP/SCS which may be affected include the Pajaro River Bike Path System. However, expansive soils can be remediated, or structures and foundations can be engineered to withstand the forces of expansive soil.

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Ground failure, including liquefaction, lateral spreading, and subsidence, caused by an earthquake could occur in the AMBAG region depending on the underlying conditions including ground water level, relative size of soil particles, and density of subsurface materials within 50 feet of ground surface. Damage from earthquake-induced ground failure associated with liquefaction, lateral spreading, and subsidence could be high in buildings with foundations not properly constructed for such hazards. Areas that are exposed to liquefaction hazard may also have lateral spreading or differential settlement and subsidence concerns. Areas not at risk of liquefaction do not have lateral spreading potential. As noted above, ground failure associated with liquefaction would result in damage to transportation projects if not engineered appropriately.

Transportation improvements and new development constructed under the 2045 MTP/SCS may be vulnerable to subsidence in areas with saturation. Within the AMBAG region, these areas include the Carmel Valley and Salinas Valley in Monterey County and valley areas under conditions of overdraft in San Benito County. Santa Cruz County has low potential for subsidence. Where it can occur, subsidence may result in unstable soils and affect the stability of structures constructed by the 2045 MTP/SCS. Therefore, projects under the 2045 MTP/SCS may be located on unstable soils with potential for subsidence.

Transportation improvements and development projects in the 2045 MTP/SCS may be vulnerable to liquefaction and lateral spreading in areas with younger soils and with high groundwater tables. In the AMBAG region, these areas include the Salinas River Valley in Monterey County; greater Hollister area in San Benito County; and the City of Santa Cruz, the Soquel Valley, and the Pajaro River Valley in Santa Cruz County. Liquefaction and resulting lateral spreading may result in the loss of the soils ability to support structures constructed by the 2045 MTP/SCS in any of these areas.

The preparation of site specific geotechnical studies prepared in accordance with requirements as set forth by the CBC, the Seismic Hazards Mapping Act, and standard industry practices would reduce impacts related to slope instability, liquefaction, soil expansion, and ground failure. Future projects under the 2045 MTP/SCS would also be required to comply with local general plans and local building code requirements that contain seismic safety policies to resist ground failure through construction techniques, including structural design. Potential structural damage and the exposure of people to the risk of injury or death from structural failure would be minimized by compliance with California Building Code engineering design and construction measures. Foundations and other structural support features would be designed to resist or absorb damaging forces from expansive soils, liquefaction, or landslides. Land use and transportation projects included in the 2045 MTP/SCS would be required to comply with the CBC, and local building standards including the implementation of geotechnical practices such as ground treatments or replacing existing soils with engineered fill. Transportation projects that would involve the construction or improvements of bridge or overpass design would also be required to comply with Caltrans seismic design criteria which would reduce potential ground failure hazards. The 2045 MTP/SCS would not have the potential to exacerbate risks related to ground failure.

Therefore, impacts related to ground failure hazards, including liquefaction, lateral spreading, and subsidence would be less than significant with compliance with the CBC, local general plans and building standards, Caltrans design criteria for transportation projects, where applicable.

Mitigation Measures

None required.

Threshold 5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Impact GEO-4 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS IN RURAL AREAS MAY HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The 2045 MTP/SCS does not include transportation projects that would require the use of septic tanks or alternative wastewater disposal systems. The expansion and/or improvement of streets, highways, transit facilities, airports and related transportation infrastructure would not include elements that would require wastewater treatment or otherwise necessitate the development of septic systems.

Most future land use development projects implementing the 2045 MTP/SCS land use would connect to centralized wastewater infrastructure; the few development projects in rural areas requiring septic tanks or alternative wastewater disposal systems would be required to comply with local regulatory requirements that assure soils would adequately support these systems. Septic and alternative wastewater disposal systems would be required to comply with AB 885 and applicable County or City regulations. Septic systems in Monterey County would be required to comply with code requirements as set forth by Title 15 of the County Municipal Code; in San Benito County would be required to comply with Municipal Code Section 15.07; and in Santa Cruz County would be required to comply with Municipal Code Chapters 7.38 and 7.42. Cities within each County would further require compliance with municipal code requirements as set forth by individual jurisdictions. Therefore, impacts related to having soils incapable of adequately supporting the use of septic tanks and alternative wastewater disposal systems would be less than significant.

Mitigation Measures

None required.

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Threshold 6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Impact GEO-5 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGICAL FEATURE. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Paleontological resources are present throughout the AMBAG region. Therefore, it is possible to encounter known and unknown paleontological resources during construction of transportation improvement projects pursuant to the 2045 MTP/SCS. Paleontological resources are by nature specific to their local context, and as such, impacts on these resources would occur at the local level. Projects involving excavation, grading, or soil removal in previously undisturbed areas have the greatest likelihood to encounter these resources.

The *State CEQA Guidelines* provide no definition to the term “unique geologic feature.” This phrase also has no common definition. However, a geologic unit could be considered unique if it is a stratotype, contributes to scientific research, or is exclusive to the region.

Many of the transportation improvements envisioned under the 2045 MTP/SCS consist of minor expansions of existing facilities that would not involve construction in previously undisturbed areas. However, depending on the location and extent of the improvement and ground disturbance, paleontological resources or unique geologic features could be impacted. Representative projects that may impact previously undisturbed areas are listed in Section 4.5, *Cultural Resources*, Table 4.5-4. The projects listed were identified based on the likelihood that development of new infrastructure would impact previously undisturbed areas; it should be noted, however, that any project overlying a geologic unit with high paleontological sensitivity would result in impacts, regardless of location relative to existing development. It is also possible that construction activities associated with some of the proposed roadway or bridge widening or extension projects in addition to those listed in Table 4.5-4 could adversely impact paleontological resources by exposing them to potential vandalism or causing displacement from the original context and integrity. Project specific analysis would be required as individual projects are proposed.

In addition, the 2045 MTP/SCS also contains a future land use scenario that emphasizes infill near transit and within existing urbanized areas. However, it is possible that paleontological resources could be located on or near future site infill sites, as well as undisturbed sites that are developed. Project grading and excavation for development sites may disturb these undiscovered resources. Compliance with and implementation of assessment requirements set forth by the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the PRC, adopted county and city general plans would reduce impacts to paleontological resources and unique geologic features. However, projects envisioned under the 2045 MTP/SCS would still have the

potential to affect paleontological resources and unique geologic features on a regional and localized level, and impacts would be potentially significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts to paleontological resources, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement this mitigation measure where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

GEO-5 Paleontological and Geologic Resources Impact Minimization

The implementing agency of a 2045 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall, or can and should, retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources and/or could be considered a unique geologic feature, the following measures shall apply:

- **Avoidance.** Avoid routes and project designs that would permanently alter unique paleontological and geological features. If avoidance practices cannot be implemented, the following measures shall apply.
- **Paleontological Mitigation and Monitoring Program.** A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.
- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- **Paleontological Monitoring.** Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-

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checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.

- **Salvage of Fossils.** If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- **Preparation and Curation of Recovered Fossils.** Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps.
- **Final Paleontological Mitigation and Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Implementation of the above mitigation measure would reduce impacts to paleontological resources and unique geologic features by requiring a PRA and mitigation measures for any projects under the 2045 MTP/SCS that may impact such resources. While implementation of Mitigation Measure GEO-4 would reduce impacts to the extent feasible, some project specific impacts may be unavoidable. Therefore, this impact is significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 7: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state

Threshold 8: Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan

Impact GEO-6 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT RESULT IN THE LOSS OF AVAILABILITY OF KNOWN MINERAL RESOURCES OF VALUE OR LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2045 MTP/SCS primarily involves modifications to existing roadways, including improvements related to intersections, safety and widening, as well as alternative transportation projects. In addition, most future land use development would be infill and TOD and would be located within existing urbanized areas. Infill and TOD projects would not be located on sites with known mineral resources or locally important mineral resources. For projects not considered to be infill or TOD, local jurisdictions have policies to manage mineral resources through general plans and are required to respond to mineral resource recovery areas that have been designated MRZ-2 locations under SMARA. The MRZ-2 designation is an area where significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. Land use development would avoid known mineral resources that would be of value to the region and residents of the State of California, to the extent feasible. Any projects located within MRZ-2 areas would be identified and impacts would be required to be mitigated during the environmental review for project specific impacts pertaining to mineral resources.

The Monterey County General Plan Conservation and Open Space Policy OS-2.1 states that the County shall protect on-site and off-site land uses that would be incompatible with mineral extraction activities (Monterey County 2010a). In San Benito County, Goal NCR-5 of the San Benito County 2035 General Plan (San Benito County 2015a) intends to protect and support mineral resource extraction while avoiding land use conflicts and environmental impacts from current and historical mining activities. Policies and programs in the Conservation and Open Space Element of the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County 1994) would ensure that conflicts are minimized between new development and mineral resource areas (Policy 5.16.4). In the City of Marina, policy 4.124 and its associated programs are intended to conserve soil and mineral resources. In the City of Hollister, General Plan policy NRC 3.1 is intended to conserve mineral resources. In the City of Santa Cruz, policy NRC 3.4 is intended to preserve mineral resources in the area. The City of Watsonville General Plan Goal 9.9 provides for protection and conservation of mineral resources in the area.

There are no transportation projects included in the 2045 MTP/SCS that would directly result in the extraction, exploration, or digging for mineral resources, or prevent such activities, and therefore would not result in the loss of availability of minerals. Impacts pertaining to mineral resources would be less than significant.

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Mitigation Measures

None required.

c. Specific 2045 MTP/SCS Projects that May Result in Impacts

Table 4.7-1 identifies transportation projects that may result in geology and soils-related impacts as discussed above. Given the large number of projects envisioned across the AMBAG region in the 2045 MTP/SCS, the table shows a representative rather than comprehensive list of projects that would generate these impacts. Listed projects are representative of the types of geologic impacts and the types of transportation projects that could be affected in different localities.

The individual projects listed could result in significant geologic impacts but would not necessarily do so. Additional site specific analysis would need to be conducted as the individual projects are implemented to determine the project specific magnitude of impact. Mitigation measures discussed above would apply to these specific projects as well as any other 2045 MTP/SCS projects that would result geology and soils-related impact.

Table 4.7-1 2045 MTP/SCS Projects that May Result in Geologic Impacts

AMBAG Project No.	Projects	County	Impact
MON-CT011-CT	SR 68 Commuter Improvements	Monterey	GEO-1
MON-CT030-SL	U.S. 101 Salinas Corridor	Monterey	GEO-1
MON-CT023-CT	SR 156 and U.S. 101 Interchange	Monterey	GEO-1
SB-CT-A44	SR 25 Expressway Conversion Project, Phase 1	San Benito	GEO-1
SB-CT-A45	SR 25 Expressway Conversion Project, Phase 2	San Benito	GEO-1
SB-COH-A11	Union Road Construction	San Benito	GEO-1
SC-CO-P38-USC	Pajaro River Bike Path System	Santa Cruz	GEO-3

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4.8 Greenhouse Gas Emissions/Climate Change

This section discusses potential impacts related to greenhouse gas emissions and climate change. Air quality impacts are discussed in Section 4.2, *Air Quality and Health Impacts/Risks*.

4.8.1 Setting

a. Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate changes continuously, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed substantial acceleration in the rate of warming during the past 150 years (Intergovernmental Panel on Climate Change [IPCC] 2021). The understanding of anthropogenic warming and cooling influences on climate has led to an unequivocal understanding that the human activities have been the dominant cause of warming since the mid-nineteenth century (IPCC 2021).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The GHGs that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are primarily determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂, CH₄ and N₂O are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. N₂O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion and other chemical processes. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆.

Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference

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gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO₂e) and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its warming effect is 28 times greater than carbon dioxide on a molecule-per-molecule basis (IPCC 2014). N₂O has a GWP of 265 (IPCC 2014).

Greenhouse Gas Emissions Inventories

California Emissions Inventory

Based on the California Air Resources Board (CARB) California GHG Inventory for 2000-2019, California produced 418.2 MMT CO₂e in 2019 (CARB 2021a). The largest single source of GHG in California is transportation, contributing 39.7 percent of the State’s total GHG emissions. In the transportation sector, passenger vehicles are the main contributor with 28.5 percent of emissions generated by these vehicles. Heavy-duty vehicles account for approximately 7.8 percent and the remaining three percent are from other sources of transportation (e.g., aviation, ships, and rail). Industrial sources are the second-largest source of the state’s GHG emissions, contributing 21.1 percent of the State’s GHG emissions (CARB 2021a). Emissions from this sector are primarily produced from refineries, oil and gas extraction, cement plants, and general fuel use. The electric power sector contributed 14.1 percent of the total with emissions from in-state power generation and imported electricity being the primary sources. Residential and commercial fuel combustion (e.g., natural gas and other fuels for space heating, cooking, and hot water or steam generation) account for 10.5 percent of the total. The agriculture sector contributes 7.6 percent of the total with the major emissions sources being enteric fermentation and manure management from livestock, crop production, and fuel combustion for agriculture activities. The remaining seven percent is due high GWP gases (4.9 percent) and waste (2.1 percent). High GWP gases include ozone depleting substance substitutes, SF₆ emissions from electricity transmission and distribution, and gases emitted by the semiconductor manufacturing process. Lastly, recycling and waste sector sources are landfills and from commercial-scale composting.

AMBAG Region Baseline Emissions Inventory

Baseline GHG emissions from land uses were forecasted in the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties Greenhouse Gas Emissions Forecast prepared by Rincon Consultants (October-February 2021-2022). The methodology and details from the forecast are presented in Appendix E. The baseline emissions inventory and forecasts presented in the Draft EIR have been changed in the Final EIR, as shown later in this section and in Appendix E.3. The changes are because CARB released an updated OFFROAD model after the Draft EIR was circulated, and AMBAG utilized the updated CARB OFFROAD model to remodel emissions for the Final EIR. The aggregated on-road mobile GHG emissions were calculated using emission factors from CARB’s Emission FACTor (EMFAC) 2017 model and regional VMT from AMBAG’s updated Regional Travel Demand Model (RTDM) (refer to Appendix E).

Environmental Impact Analysis
Greenhouse Gas Emissions/Climate Change

The 2019/2020 GHG Emissions Inventory Summary included the following GHG emission sources for the AMBAG region:

- On-road mobile emissions
- Off-road vehicle and equipment use
- Aviation
- Residential energy consumption
- Commercial/Industrial energy consumption
- Solid waste landfilling and generation
- Wastewater generation
- Agriculture

A detailed summary of the GHG emissions for the baseline 2019/2020 year is provided in Table 4.8-1.

Table 4.8-1 AMBAG Regional 2019/2020 GHG Emissions Detailed Summary (MT CO₂e)

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
On-Road Transportation ¹	2,482,892	176	171	2,533,207	17,331,954	VMT
Aviation Gasoline Fuel Sales	2,669 2,670	0 ≤1	0 ≤1	2,679	321,231	Gallons
JET-A Fuel Sales	8,158	0 ≤1	0 ≤1	8,185	836,689	Gallons
Monterey Regional Airport	41,282	0	0	41,282	41,282 0	NA ²
Off-road Natural Gas	9,597 8,301	1	≤1	9,597 8,507	1,461,595	Gallons
Off-road Diesel	185,994 185,994 177,897	5	8	185,994 180,213	18,216,792 17,423,916	Gallons
Off-road Gasoline	94,899 105,264	5 101	2	94,899 108,559	10,720,237 11,989,114	Gallons
Residential						
Electricity - 3CE	5,982	20	13	10,043 10,042	1,320,068,190	kWh
Electricity - PG&E	62 63	1 ≤1	0 ≤1	109 110	51,410,638	kWh
Electricity - KCCP	2,733	0 ≤1	0 ≤1	2,744	12,135,267	kWh

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GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Natural Gas	418,309 482,821	39,45	1	419,622 484,338	78,896,397 91,063,992	therms
Commercial/Industrial						
Electricity - PG&E	9,507 9,661	32 33	21	15,961 16,217	2,097,951,750 2,131,685,163	kWh
Electricity - SCE	619	8	1	1,084	509,341,666	kWh
Electricity - KCCP	5,983	0 ≤1	0 ≤1	6,008	26,566,071	kWh
Natural Gas	491,158	46	1	492,701	92,636,407	therms
Wastewater						
Fugitive Emissions from Septic Systems	5,983 0	0 336	1 0	6,268 9,420	336 77,531	Population
Process N ₂ O from Wastewater Treatment	336,309 0	58 0	2 3	343,120 740	3 697,787	Population
Process N ₂ O from Effluent Discharge	0	0	0 55	59 14,345	54 697,787	Population
Solid Waste						
Monterey Peninsula Landfill	0	3,508	0	421 98,232	390,189	Tons of waste
Johnson Canyon Sanitary Landfill	0	9	0	8,110 242	959	Tons of waste
John Smith Landfill	0	2,032	0	59,608	226,045	Tons of waste
Buena Vista Landfill	0	2,128 19	0	59,576 19	77	Tons of waste
Community Generated Solid Waste	0	2,032 7,813	0	56,908 21,873	868,851	Tons of waste
Agricultural						
Enteric Fermentation	0	9,217 5,514	77	258,071 174,671	NA ³	Heads of Livestock
Manure Management	0	192 3,829	176 106	51,973 135,418	NA ³	Heads of Livestock

Environmental Impact Analysis
Greenhouse Gas Emissions/Climate Change

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Nitrogen Fertilizer Application	-0	-66	-547 541	-145,054 145,008	NA ³	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; kWh = kilowatt-hour

¹ The on-road transportation emissions account for all gasoline and diesel vehicle types (e.g., passenger vehicles, medium-duty trucks, heavy-duty trucks, buses, motorhomes, and motorcycles) traveling within the AMBAG region.

² Activity data for Monterey Regional Airport was not provided.

³ Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

See Appendix E for the on-road transportation CO₂ GHG emissions and for the 2045 MTP/SCS GHG Emissions Forecast letter. Please refer to Appendix F of the 2045 MTP/SCS for the modeling methodology for VMT.

b. Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past four decades has been warmer than all the previous decades in the instrumental record and the decade from 2011 through 2020 has been the warmest. The observed global mean surface temperature (GMST) for the decade from 2011 to 2020 was approximately 1.09°C (0.95°C to 1.20°C) higher than the average GMST over the period from 1850 to 1900. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, the latest IPCC report states that “Human-induced climate change is already affecting many weather and climate extremes in every region across the globe” (IPCC 2021). These climate change impacts include climate change sea level rise, increased weather extremes, and substantial ice loss in the Arctic over the past three decades.

According to *California’s Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 1°F to 2°F higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include loss in water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, *California’s Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state as well as regionally-specific climate change case studies (State of California 2018). Below is a summary of some of the potential effects that could be experienced in California and the Central Coast region as a result of climate change.

Public Health

Climate changes expected to cause a number of impacts which could negatively affect public health in the AMBAG region. As temperatures increase the Central Coast is set to experience an increased number of extreme heat days which may lead to increases in the number of heat-related deaths and illnesses (State of California 2018). An increase in the frequency and severity of wildfires may contribute to worsening air quality and cause additional illnesses such as asthma. Higher temperatures could also lead to increased air pollution formation and potentially accelerate the spread of certain diseases and pests. These adverse impacts may also disproportionately burden vulnerable populations.

Water Supply

Analysis of paleoclimatic data, such as tree-ring reconstructions of stream flow and precipitation, indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the Sierra Nevada decreased by about 10 percent during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose over 5.9 inches along the central and southern California coast (State of California 2018). The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. A warmer climate is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack (DWR 2008; State of California 2018). The State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018). As described in Section 4.10, *Hydrology and Water Quality*, the primary source of water for most users in the AMBAG region is groundwater. Climate change may reduce groundwater recharge, putting further strain on an already limited water supply in the region.

Hydrology and Sea Level Rise

Climate change could potentially affect the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. According to *Rising Seas in California: An Update on Sea-Level Rise Science* (Griggs, et al. 2017), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels from 2006 to 2018, as observed by satellites, ocean buoys and land gauges, was approximately 3.7 mm per

year, which is almost the observed 1971-2006 trend of 1.9 mm per year (IPCC 2021). Global mean sea levels have increase about eight inches from 1901 to 2018 (IPCC 2021). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures the latest IPCC reports predict a mean sea level rise of 11 to 21.5 inches by 2100 under the lowest emissions scenario and a rise of 25 to 40 inches by 2100 under the very high emissions scenario (IPCC 2021).

A rise in sea levels could completely erode 31 to 67 percent of southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to saltwater intrusion, and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). In addition, increased CO₂ emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Ocean Acidification

The ocean covers over 70 percent of the earth's surface and acts as a major carbon sink in the global carbon cycle. As the concentration of CO₂ in the atmosphere increases, so does the concentration of carbon in the ocean. The reaction of dissolved CO₂ with seawater results in the creation of carbonic acid (H₂CO₃), carbonate, bicarbonate and hydrogen ions, which lowers pH causing higher seawater acidity. Higher acidity in seawater affects many aquatic animals' ability to fix calcium for body structure, which could have significant negative effects across the entire food chain. The effects of ocean acidification may impact the success of California's \$318 million per year fishing industry and \$17 billion per year tourism/recreation industry (National Ocean Economics Program [NOEP], Center for the Blue Economy, Market database, www.oceaneconomics.org, 2014). Ocean acidification in the Monterey Bay National Marine Sanctuary would impact key species such as kelp, which provide important structural features and ecosystem function (NOAA 2017).

Agriculture

California has a \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). If temperatures continue to rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen and thereby affect their quality (California Climate Change Center [CCCC] 2006). Finally, extreme heat days could impact the health of farmworkers and impact the abilities to harvest crops. As described in Section 4.2, *Agriculture and Forestry*, AMBAG's planning area includes expansive agricultural lands. Agriculture may face challenges due to extreme heat and water stress associated with climate change.

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Ecosystems and Wildlife

Climate change and the resulting changes in weather patterns will have ecological effects on a global and local scale. Increasing concentrations of GHGs will accelerate the rate of climate change. Scientists project that the annual average global surface temperature could rise by 4.4 to 5.8°F in the next 40 years, and 5.6 to 8.8°F in the next 80 years (State of California 2018).

Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018). Many of the impacts identified above would impact ecosystems and wildlife in the Central Coast region. Increases in wildfire would further remove sensitive habitat; increased severity in droughts would potentially starve plants and animals of water; and sea level rise will affect sensitive coastal ecosystems.

4.8.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. U.S. EPA began regulating GHGs under the Clean Air Act in 2011 following its endangerment finding. U.S. EPA's GHG regulations include regulations governing transportation and mobile sources, renewable fuels, carbon pollution standards for existing power plants, the GHG tailoring rule governing new and existing industrial facilities, and GHG reporting requirements. Standards for mobile sources have been established pursuant to Section 202 of the CAA, and GHGs from stationary sources are currently controlled under the authority of Part C of Title I of the Act.

The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009 (U.S. EPA 2009). This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the U.S. EPA issued a Final Rule that establishes the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

Corporate Average Fuel Economy Standards

The Energy Policy and Conservation Act in 1975 established the Corporate Average Fuel Economy Standards (CAFE standards). The CAFE standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy standards for all new passenger cars and light trucks sold in the United States. The CAFE standards

become more stringent each year, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. [October 15, 2012 Table I-1]).

In September 2019, U.S. EPA and the National Highway Traffic Safety Administration issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, which revoked California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California (84 Federal Register 51310). In April 2020, the federal agencies issued the SAFE Vehicles Rule Part Two for Model Years 2021–2026 Passenger Cars and Light Trucks, which relaxed federal GHG emissions and fuel economy standards (85 Federal Register 24174). At the time of preparation of this EIR the implications of the SAFE Rule on California's future emissions are uncertain. On February 8, 2021, the incoming federal administration issued a stay in regard to the legal challenges by California and other states to the revocation of California's waiver (JDSupra 2021a). As of April 22, 2021, there is currently a proposal to withdraw Part One of the SAFE Rule (JDSupra 2021b).

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks (U.S. EPA 2016). The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi- trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower carbon dioxide (CO₂) emissions by approximately 1.1 billion MT CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

b. State Laws, Regulations,~~and~~ Policies,and Programs

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has a numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Executive Order S-3-05

Executive Order S-3-05, among other things, established the following GHG emission reduction goals for California: reduction to 2000 levels by 2010; to 1990 levels by 2020; and to 80 percent below 1990 levels by 2050.

Assembly Bill 1493

Assembly Bill (AB) 1493 (Chapter 200, Statutes of 2002), known as the "Pavley bill," amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although EPA initially denied the waiver in 2008, EPA approved a waiver in June 2009, and in September 2009, CARB approved

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amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions (CARB 2017a).

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a State plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the ARB and in consultation with other State, federal and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non- petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California’s goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” signed into law in 2006 (Chapter 488, Statutes of 2006). AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020, and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB developed a Scoping Plan, which was adopted on December 11, 2009, approving a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e (CARB 2008). The Scoping Plan included measures to address GHG emission reduction strategies related to energy efficiency, water use and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan, which included an adjusted 2020 limit of 431 MMT CO₂e (CARB 2014). The 2013 Scoping Plan update defines CARB’s climate change priorities for the next five years and sets the groundwork to reach post-2020 statewide goals. The update highlights California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State’s longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation and land use (CARB 2014).

Senate Bill 32

On September 8, 2016, the governor signed Senate Bill 32 into law (Chapter 429, Statutes of 2016), extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). SB 32 became effective on January 1, 2017 and now codifies the 2030 goal set in EO B-30-15. This requires CARB to develop technologically feasible and cost-effective regulations to achieve the targeted 40 percent GHG emission reduction. In November 2017, CARB adopted an updated Scoping Plan that calls for emissions reductions at the State level that meet or exceed the Statewide GHG target, and notes that additional effort will be needed to maintain and continue GHG reductions to meet the mid- (2030) and long-term (2050) targets (CARB 2017a).

Executive Order B-55-18

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets. The 2022 Scoping Plan Update will assess progress towards achieving the SB 32 target and layout out a path to achieve carbon neutrality (CARB 2021b).

Executive Order S-01-07 (Low Carbon Fuel Standard)

Executive Order S-01-07 (17 CCR 95480 et seq.) requires the state to achieve a 10 percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by ARB. ARB identified the Low Carbon Fuel Standard (LCFS) as a discrete early action item under AB 32.

In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Executive Order B-16-12

Executive Order B-16-12 orders State entities under the direction of the Governor including CARB, the Energy Commission and Public Utilities Commission to support the rapid commercialization of zero emission vehicles (ZEVs). It directs these entities to achieve various benchmarks related to zero emission vehicles, including:

- Infrastructure to support up to one million zero emission vehicles by 2020,
- Widespread use of zero emission vehicles for public transportation and freight transport by 2020,
- Over 1.5 million zero emission vehicles on California roads by 2025,
- Annual displacement of at least 1.5 billion gallons of petroleum fuels by 2025, and

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- A reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050.

Executive Order N-19-19

Executive Order N-19-19 was signed on September 20, 2019 and is intended to require the redoubling of the state's efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. The Executive Order includes four main directives which include investment, transportation, state buildings and operations, and zero-emissions vehicles.

SB 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. Regional targets assigned to AMBAG are a 3 percent per capita GHG emissions reduction from 2005 levels by 2020, and a 6 percent per capita GHG emissions reduction from 2005 levels by 2035.

Senate Bill 391

The California Transportation Plan Act requires California Department of Transportation (Caltrans) to prepare a statewide plan that addresses how the state will achieve maximum feasible emissions reductions to attain a statewide reduction of GHG emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. Caltrans prepared the original California Transportation Plan in June 2016 and released an update of the plan in February 2021 (Caltrans 2021).

As EO B-55-18 establishes a goal of achieving economy-wide carbon neutrality in California by 2045, the plan establishes policies and strategies to move toward a carbon-neutral transportation system. However, current trends ~~to date~~ do not indicate the state will achieve carbon-neutrality. The statewide strategy has not been developed to achieve carbon neutrality and regional targets do not require any Metropolitan Planning Organization's RTP to achieve carbon-neutrality over the current planning horizon.

AB 197

AB 197 of 2016 (Chapter 250, Statutes of 2016) expands CARB membership to include two nonvoting members from the Legislature; creates a Joint Legislative Committee on Climate Change Policies to make recommendations to the Legislature concerning climate change policies; provides for annual reporting of GHG emissions from sectors covered by the AB 32 Scoping Plan as well as evaluations of regulatory requirements and other programs that may affect GHG emissions trends; and specifies that the adoption of GHG emissions reduction rules and regulations shall consider the social costs. In addition, Scoping Plan updates are required to identify the range of potential GHG emissions reductions and the cost-effectiveness for each emissions reduction measure, compliance mechanism and incentive.

Executive Order N-79-20

Executive Order N-79-20 established a Statewide goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035 and a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks.

Executive Order N-82-20

Executive Order N-82-20 established a goal of conserving at least 30 percent of California's lands and coastal waters by 2030 and directed state agencies to create a Natural and Working Lands Climate Smart Strategy to advance the State's carbon neutrality goal and builds climate resilience.

SB 1383

SB 1383 of 2016 (Chapter 395, Statutes of 2016) sets forth specific legislative direction for control of short-lived climate pollutants (SLCPs). It requires CARB to approve and begin implementing its SLCP strategy to achieve the following reductions in emissions by 2030 compared to 2013 levels: methane by 40 percent, hydrofluorocarbons by 40 percent, and black carbon (non-forest) by 50 percent (CARB 2017b). The bill also specifies targets for reducing organic waste in landfills. SB 1383 also requires CARB to adopt regulations to be implemented on or after January 1, 2024 specific to the dairy and livestock industry, requiring a 40 percent reduction in methane emissions below 2013 levels by 2030, if certain conditions are met. Lastly, the bill requires CalRecycle to adopt regulations to take effect on or after January 1, 2022 to achieve specified targets for reducing organic waste in landfills.

California Building Energy Efficiency Standards

California Code of Regulations Title 24, Part 6 contains California's Energy Efficiency Standards for Residential and Non-residential Buildings. California Building Energy Efficiency Standards were established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated

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on an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2019, CEC updated the Building Energy Efficiency Standards with more stringent requirements effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC Impact Analysis estimates that nonresidential buildings will be 30 percent more energy efficient compared to buildings built consistent with 2016 Building Energy Efficiency Standards, and single-family homes will be 7 percent more energy efficient (CEC 2018). Due to the solar requirement for all new homes, the CEC also estimates that the 2019 standards will cut energy demand from grid electricity in new homes by more than 50 percent (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24. At the time of this EIR, the 2022 California Code of Regulations Title 24 is currently out for review and is proposed to be adopted before the end of 2021.

California Green Building Standards Code (CALGreen)

California Code of Regulations Title 24, Part 11 contains California's green building code (CALGreen), which was developed to provide a consistent approach to green building within the State. The original 2009 CALGreen was included voluntary measures and the 2016 CALGreen version first instituted mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. The most recent update in January 2020 outlines minimum requirements for newly constructed residential and nonresidential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to further encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design.

California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI)

The Climate Action Plan for Transportation Infrastructure (CAPTI) details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity (CalSTA 2021). CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals. The CAPTI provides investment strategies that focuses on expanding travel options in California and ensuring said investments also prioritize advancing equity and climate priorities in the State. The CAPTI was adopted in July 2021.

c. Regional and Local Laws, Regulations, ~~and~~ Policies, and Programs

AMBAG

The AMBAG Sustainability Program has completed Local Government Operations inventories for AMBAG jurisdictions in 2005 and Community-wide GHG inventories in 2005, 2010, 2015, 2018 and 2019 for all AMBAG jurisdictions. AMBAG also supports local climate change efforts by providing data and technical support to jurisdictions working on climate action plans. The AMBAG Sustainability program also provides technical support to public sector agencies seeking to implement energy efficiency projects and seek to educate the community on sustainability, and energy related topics.

Local Climate Action Plans

Seven of AMBAG's member jurisdictions have adopted climate action plans that set goals and outline policies to achieve GHG reduction targets for their communities. These cities are Capitola, Gonzales, Monterey, Santa Cruz and Watsonville, as well as ~~and~~ Santa Cruz County (Capitola 2015; Gonzales 2018; Monterey 2016; Santa Cruz 2012; Watsonville ~~2015~~2021; County of Santa Cruz 2013). In addition, the cities of Carmel-by-the-Sea, Hollister, and Salinas, as well as Monterey County, are each currently developing Climate Action Plans (Carmel-by-the-Sea ~~2021~~2022; Hollister ~~2021~~2022; Salinas ~~2021~~2022; Monterey County 2022). All of AMBAG's jurisdictions have conducted baseline emissions inventories, which establish a reference point for GHG emissions reduction.

The completed climate action planning documents in the AMBAG region address similar issues related to emissions produced by transportation, energy usage and other operational emissions such as water supply and conveyance, wastewater treatment and solid waste disposal. The types and quantity of emissions produced in the AMBAG region vary among jurisdictions.

However, for most jurisdictions, transportation and energy usage produce a majority of GHG emissions. Climate action planning policies in the region establish a framework for improved circulation networks and energy conservation. Transportation policies aim to reduce vehicle miles traveled (VMT) by offering more opportunities for alternative transportation modes, including bicycling, walking and transit use. In addition, many of the documents include policies to promote transit oriented development (TOD) and land use policies that encourage a greater diversity of land use in closer proximity to one another. In order to reduce emissions caused by energy usage, jurisdictions have established policies that will facilitate and encourage energy efficiency for both residential and commercial land uses. Cities and counties include programs to improve energy efficiencies in old and new buildings and decrease the use of fossil fuels by providing incentives for use of renewable energy.

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following general criteria for determining whether a project's impacts would have a significant impact related to GHG emissions. Specific criteria have been developed for this EIR.

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. An increase that exceeds the following threshold would be considered a significant impact:
 - a. A net increase in GHG emissions by 2045 compared to existing baseline conditions.
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Any conflict with the following thresholds would be considered a significant impact:
 - a. Conflict with regional SB 375 per capita passenger vehicle CO₂ emission reduction targets of 6 percent by 2035 from 2005 levels;
 - b. Conflict with state's ability to achieve SB 32 GHG reduction target, which aims to reduce statewide emissions to 40 percent below 1990 levels by 2030;
 - c. Conflict with state's ability to achieve EO S-3-05 GHG reduction 2050 goal, which aims to reduce statewide emissions to 80 percent below 1990 levels by 2050, and EO B-55-18; or
 - d. Conflict with applicable local GHG reduction plans.

The Monterey Bay Air Resources District (MBARD) has not adopted GHG significance thresholds. In the absence of MBARD-adopted thresholds, this section uses the project specific thresholds of significance listed above for each GHG impact criterion in Appendix G. Executive Order B-55-18 requires total, economy-wide carbon neutrality in California by 2045. Thresholds of significance were not developed for this executive order because a statewide strategy has not been developed to implement it. However, consistency with this executive order will be discussed.

Methodology

Construction Emissions

Although construction activity is addressed in this analysis, construction-related emissions are speculative at the 2045 MTP/SCS level because such emissions are dependent on the characteristics of individual projects as well as the types of construction equipment that will be operating. A qualitative, program-level analysis is provided along with best management practices.

Operational Emissions

To assess whether the operational emissions generated by the 2045 MTP/SCS would result in a significant increase in mobile source and land use GHG emissions, total CO₂ and CO₂e emissions for the 2045 MTP/SCS were calculated and compared to 2020 baseline conditions. CARB's EMFAC2017 model was used to calculate mobile emissions from the full fleet. EMFAC emission factors are established by CARB and accommodate mobility assumptions (e.g., vehicle miles traveled, fleet, speed, time of day) provided by AMBAG's RTDM. EMFAC also reflects the emissions benefits of recent CARB rules, including on-road diesel fleet rules, Advanced Clean Car Standards and the GHG Standards for Medium- and Heavy-Duty Vehicles (CARB 2017a). For CH₄ and N₂O emissions, Rincon created emission factors with EMFAC2017 and derived CO₂e emissions using the GWPs from the IPCC Fifth Assessment (IPCC 2014). CARB's SAFE Rule adjustment factors were not applied for this analysis. The tons per day of CO₂, CH₄, and N₂O emissions were converted into metric tons of CO₂e per year assuming 365 days of activity. GHG emissions from land uses were forecasted in the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties Greenhouse Gas Emissions Forecast (Appendix E). The forecast included GHG emission sources for the AMBAG region in the years 2020, 2025, 2030, 2035, 2040, and 2045 with the relevant years (2020, 2030, and 2045) shown in Table 4.8-2. The land use GHG emissions for the years 2020, 2030, and 2045 were used in the analysis. Table 4.8-2 includes the adjusted forecasted land use GHG emissions. The total GHG emissions and per capita CO₂e emissions were then calculated in Table 4.8-3 (shown in Impact GHG-2). Per capita CO₂e emissions were calculated by dividing the total GHG emissions, which includes on-road transportation and land use emissions, by the region's forecasted population. If total regionwide GHG emissions associated with the 2045 MTP/SCS do not exceed the 2020 baseline emissions, impacts related to GHG emissions would not be considered significant.

Table 4.8-2 AMBAG Regional Adjusted Forecast Detailed Summary (MT CO₂e)

GHG Emissions Source	2020	2030 ¹	2045
Transportation	<u>2,875,843</u><u>2,882,632</u>	<u>2,484,119</u><u>2,489,366</u>	<u>2,263,073</u><u>2,268,565</u>
On-Road Transportation ²	2,533,207	2,116,128 [±]	1,868,236
Aviation Gasoline Fuel Sales	2,679	2,832	2,999
JET-A Fuel Sales	8,185	8,809	9,453
Monterey Regional Airport	41,282	43,244	45,549
Off-road Natural Gas	<u>9,597</u> <u>8,507</u>	<u>9,893</u> <u>8,770</u>	<u>-10,286</u> <u>9,118</u>
Off-road Diesel	<u>185,994</u> <u>180,213</u>	<u>200,923</u> <u>188,828</u>	<u>-210,524</u> <u>195,597</u>
Off-road Gasoline	<u>94,899</u> <u>108,559</u>	<u>102,290</u> <u>120,755</u>	<u>-116,026</u> <u>137,612</u>
Residential	497,234	525,414	548,435
Electricity - 3CE	10,043	4,114	–
Electricity - PG&E	109	65	–
Electricity - KCCP	2,744	1,583	–

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GHG Emissions Source	2020	2030 ¹	2045
Natural Gas	484,338	519,652	548,435
Commercial/Industrial	516,010	517,746	537,089
Electricity - 3CE	16,217	6,599	–
Electricity - PG&E	1,084	628	–
Electricity - KCCP	6,008	3,423	–
Natural Gas	492,701	507,095	537,089
Wastewater	24,504	25,818	27,279
Fugitive Emissions from Septic Systems	9,420	9,921	10,480
Process N ₂ O from Wastewater Treatment	740	79	823
Process N ₂ O from Effluent Discharge	14,345	15,117	15,976
Solid Waste	374,138	399,452	353,461
Monterey Peninsula Landfill	98,232	102,902	108,386
Johnson Canyon Sanitary Landfill	242	253	266
John Smith Landfill	56,908	65,127	–
Buena Vista Landfill	19	20	–
Community Generated Solid Waste	218,737	231,151	244,809
Agricultural	455,098	440,489	422,481
Enteric Fermentation	258,071	258,071	258,071
Manure Management	51,973	51,973	51,973
Nitrogen Fertilizer Application	145,054	130,445	112,437
Total	<u>4,742,827,099,042</u>	<u>4,393,038,771,523</u>	<u>4,151,818,557,638</u>

Notes: Values in this table may not add up to totals due to rounding.

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

¹ The 2030 emissions were calculated using VMT that was linearly interpolated using the 2020 and 2035 VMTs.

² The on-road transportation emissions account for all gasoline and diesel vehicle types (e.g., passenger vehicles, medium-duty trucks, heavy-duty trucks, buses, motorhomes, and motorcycles) traveling within the AMBAG region.

See Appendix E for the on-road transportation CO₂ GHG emissions and for the 2045 MTP/SCS GHG Emissions Forecast letter. Please refer to Appendix F of the 2045 MTP/SCS for the modeling methodology for VMT.

SB 375 Analysis (Per Capita Passenger Vehicle Emissions)

The SB 375-based threshold is also included as it demonstrates AMBAG's achievement of CARB-specified targets and consistency toward achieving the goals of SB 32. As discussed in Section 4.8.1, *Setting*, the targets from CARB are identified as a three percent per capita reduction from 2005 levels by 2020¹ and a six percent per capita reduction from 2005 levels by 2035. In 2005, GHG emissions from passenger vehicles and light-duty trucks in the AMBAG region were approximately 18.68 pounds of CO₂ per capita.² Therefore, AMBAG must reduce these levels to meet the 2035 target. AMBAG calculated the 2035 per capita GHG emissions using EMFAC2014 and post-model adjustment. The SB 375 VMT differs from the full-fleet VMT that is described above since it only includes the following vehicle categories: passenger cars (LDA), light-duty trucks (LDT1 and LDT2), and medium-duty trucks (MDV). In addition, the 2005 per capita GHG emissions were calculated using EMFAC2011; thus, AMBAG created an adjustment factor to account for the two versions of EMFAC used. If regionwide GHG emissions associated with the 2045 MTP/SCS from passenger vehicles do not exceed 18.68 pounds of CO₂ per capita in 2035, the MTP/SCS would meet the SB 375 regional GHG reduction target. Note that there are no post-2035 targets.

Consistency with SB 32, the 2017 Scoping Plan, EO S-3-05, and EO B-55-18

Meeting the goals of SB 375 does not guarantee consistency with SB 32 and the 2017 Scoping Plan. As described above, the SB 375 is only concerned with VMT from specific vehicle categories (i.e., LDA, LDT1, LDT2, and MDV). For an analysis regarding SB 32, the full fleet needs to be accounted for because SB 32 pertains to all mobile emissions as well as land use emissions. To determine that a project would not conflict with the State's ability to achieve the SB 32 target and its associated 2017 Scoping Plan, the 2045 MTP/SCS would need to achieve substantial progress toward achieving the target reduction. Mobile source emissions were calculated to determine regionwide GHG emissions with implementation of the 2045 MTP/SCS. If implementation of the 2045 MTP/SCS would achieve substantial progress toward the emissions reduction targets established by SB 32, then impacts related to SB 32 would not be considered significant.

At this time, the State Legislature has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In EO B-55-18, which identifies a new goal of carbon neutrality by 2045, the California Air Resources Board has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

While state and regional regulators of energy and transportation systems, along with the State's Cap-and-Trade program, are designed to be set at limits to achieve most of the

¹ AMBAG met the 2020 target of three percent per capita reduction from 2005 levels. Attainment of the 2020 target was not analyzed since the target

² Note this 2005 per capita GHG emissions differs from previous iterations of the MTP/SCS because it includes 100 percent of the internal-external (IX) and external-internal (XI) pursuant to CARB's current 2019 direction.

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reductions needed to attain the State’s long-term targets, local governments can do their fair share toward meeting the State’s targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. At this time, the California Air Resources Board has not adopted a plan that establishes a pathway to achieving the State’s long-term targets; therefore, these targets are not used as thresholds of significance in this analysis. Instead, the Association of Environmental Professionals (AEP) Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their “substantial progress” toward achieving long-term reduction targets identified in available plans, legislation, or EOs (AEP 2016).

Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed using a threshold based on the State’s 2030 target, which evaluates whether the project would impede “substantial progress” toward meeting the reduction goals identified in SB 32, EO S-3-05, and EO B-55-18. Because SB 32 is considered an interim target toward meeting the 2045 and 2050 State goals, consistency with SB 32 is considered to be contributing substantial progress toward meeting the State’s long-term 2045 and 2050 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California’s share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences of climate change (EO B-55-18).

Achieving the State’s long-term targets will depend on substantial technological innovation in GHG emission reduction measures and changes in legislation and regulations that will need to occur over the next 25 to 30 years. If the 2045 MTP/SCS is consistent with the SB 32 target, the 2045 MTP/SCS would also achieve substantial progress toward climate-stabilizing targets set forth by EOs S-3-05 and B-55-18 and would be consistent with these long-term goals.

b. Project Impacts and Mitigation Measures

The following section describes GHG emissions and climate change impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in GHG and climate change impacts as described in the following sections.

Threshold 1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. An increase that exceeds the following threshold would be considered a significant impact:

- a. A net increase in GHG emissions by 2045 compared to baseline 2020 conditions

Impact GHG-1 CONSTRUCTION OF THE TRANSPORTATION IMPROVEMENT PROJECTS AND DEVELOPMENT WITHIN FUTURE LAND USE PATTERNS ENVISIONED BY THE 2045 MTP/SCS WOULD GENERATE A NET INCREASE GHG EMISSIONS BY 2045 COMPARED TO BASELINE 2020 CONDITIONS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction activities associated with transportation improvement projects and future land use patterns envisioned by the 2045 MTP/SCS would generate temporary short-term GHG emissions primarily due to the operation of construction equipment and truck trips. Construction-related emissions are speculative at the 2045 MTP/SCS level because such emissions are dependent on the characteristics of individual development projects. However, GHG emissions would be emitted from travel to and from individual project worksites and the operation of construction equipment such as graders, backhoes, and generators. Site preparation and grading typically generate the highest emissions due to the use of grading equipment and soil hauling. The precise construction timing and construction equipment for individual projects is not specifically known at this time. Nonetheless, construction activities would result in GHG emissions exceeding the 2020 baseline, a significant impact.

Mitigation Measures

For all transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) in Section 4.3, *Air Quality*, would also reduce GHG emissions from the 2045 MTP/SCS.

GHG-1 Construction GHG Reduction Measures

The project sponsor shall incorporate the most recent GHG reduction measures and/or technologies for reducing GHG emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections. Current GHG-reducing measures include the following:

- Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

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- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five-minute idling limit;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; ~~and~~
- Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel-powered equipment for 15 percent of the fleet, to the extent electric powered equipment is not feasible;
- Use of materials sourced from local suppliers;
- Recycling of at least 75 percent of construction waste materials; and
- Project proponents shall incentivize that construction workers carpool, and/or use electric vehicles to commute to and from the project site.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs, and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Implementation of Mitigation Measure GHG-1 would reduce short-term construction emissions from individual projects and thus reduce the severity of impacts by requiring best practices for exhaust emissions via readily available, lower-emitting diesel equipment, and/or equipment powered by alternative cleaner fuels (e.g., propane) or electricity, as well as on-road trucks using particulate exhaust filters. Implementation of Mitigation Measures AQ-2(b) and AQ-2(c) would also reduce GHG emissions from the 2045 MTP/SCS. However, these mitigation measure may not be feasible or effective for all projects. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. An increase that exceeds the following threshold would be considered a significant impact:

- a. A net increase in GHG emissions by 2045 compared to baseline 2020 conditions

Impact GHG-2 OPERATION OF THE 2045 MTP/SCS WOULD NOT GENERATE A NET INCREASE IN GHG EMISSIONS BY 2045 COMPARED TO BASELINE 2020 CONDITIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Total GHG emissions associated with all classes of on-road motor vehicles (e.g., full fleet) were calculated by AMBAG using the CARB's EMFAC2017 model based on the VMT that would be generated due to the 2045 MTP/SCS. The land use emissions for the AMBAG region were calculated by Rincon Consultants in a GHG emissions forecast (see Table 4.8-2). Table 4.8-3 compares the total GHG emissions for baseline conditions in 2020 versus future 2045 conditions with implementation of 2045 MTP/SCS. Future conditions in 2045 without implementation of the MTP/SCS are also shown for informational purposes.

As presented in Table 4.8-3, implementation of the 2045 MTP/SCS would result in a net reduction in total emissions of ~~591,009~~592,308 MT of CO₂e per year, compared to baseline 2020 conditions, a 13 percent reduction. The estimated reduction in total mobile source emissions would be due to a combination of transportation improvements proposed in the 2045 MTP/SCS and State initiatives. The 2045 MTP/SCS focuses on transportation improvements, such as increased alternative modes of transportation and decreasing congestion on roadways, with supportive infill and high-density mixed-use developments. The Plan would also invest in electric vehicle charging spaces and electric bikes to promote sustainable modes of travel. At the State level, stricter fuel efficiency and vehicle emissions standards such as CAFE standards that will phase in over the planning period would decrease emissions from mobile sources, as reflected in EMFAC2017 emission factors. The land use emissions also account for the continuing effects of Title 24 and SB 100, with the former requiring more efficient buildings and the latter requiring an increased procurement of electricity from renewable sources. Note that the modelled GHG emissions for the 2045 MTP/SCS do not account for the reductions from some strategies, such as transportation demand management (TDM), transportation system management (TSM), telecommuting, and transit service enhancements, which cannot be modeled. As such, the emissions shown in Table 4.8-3 for the 2045 MTP/SCS are conservative. Refer to Appendix F for model sensitivity and recommended off-model adjustments. Since the 2045 MTP/SCS would result in a net decrease in overall total GHG emissions in the AMBAG region, impacts from operational-related GHG emissions would be less than significant.

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Table 4.8-3 2045 MTP/SCS Net Change in Total GHG Emissions (2020-2045)

Scenario	2020 Baseline	2045 No Project	2045 MTP/SCS
On-Road Mobile Emissions from VMT (MT CO ₂ e/year) ¹	2,533,207	1,865,475	1,868,236
Land Use Emissions from Table 4.8-2 (MT CO ₂ e/year) ²	<u>2,209,620</u> <u>2,216,410</u>	<u>2,283,582</u> <u>2,289,073</u>	<u>2,283,582</u> <u>2,289,073</u>
Total	<u>4,742,827</u><u>4,749,617</u>	<u>4,149,057</u><u>4,154,548</u>	<u>4,151,814</u><u>4,157,309</u>
Population (persons)	774,729	869,776	869,776
Per Capita (MT CO ₂ e per service population per year)	<u>6.126</u> <u>6.13</u>	<u>4.774</u> <u>4.78</u>	<u>4.774</u> <u>4.78</u>
Total Net Change from Baseline (2020)	N/A	<u>-593,770</u><u>-595,069</u>	<u>-591,009</u><u>-592,308</u>
Per Capita Net Change from Baseline (2020)	N/A	-1.35	-1.35
Change % Per Capita (Baseline vs. 2045 MTP/SCS)	N/A	-22%	-22%
Threshold of Significance	–		>0
Threshold Exceeded?	–		No

MT = metric tons; CO₂ = carbon dioxide; CO₂e = carbon dioxide equivalent; N/A = not applicable

Source: ¹Total GHG emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology. ²2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties Greenhouse Gas Emissions Forecast by Rincon Consultants (October 2021, Appendix E)

Mitigation Measures

None required.

Threshold 2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Any conflict with the following thresholds would be considered a significant impact:

- Conflict with regional SB 375 per capita passenger vehicle CO₂ emission reduction targets of 6 percent by 2035 from 2005 levels

Impact GHG-3 IMPLEMENTATION OF THE 2045 MTP/SCS WOULD NOT CONFLICT WITH REGIONAL SB 375 PER CAPITA PASSENGER VEHICLE CO₂ EMISSION REDUCTION TARGETS OF 6 PERCENT BY 2035 FROM 2005 LEVELS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

One of the goals of SB 375 is to reach the GHG emissions reduction targets for passenger vehicles set by CARB through an integrated land use, transportation, and housing plan. Achievement of this goal is an objective of the proposed 2045 MTP/SCS. The target from CARB, analyzed in this EIR, is a six percent per capita reduction from 2005 levels by 2035. To

assess whether the 2045 MTP/SCS would reach SB 375's targets, EMFAC 2014 was used to model CO₂ emissions for passenger vehicles in a different model from the emissions reported in Table 4.8-3. As described in Section 4.8.3, *Methodology*, the modeling differs pursuant to SB 375 requirements from CARB and only includes light-duty vehicles.

Emissions for 2035 were compared to a 2005 baseline for assessing the compliance with SB 375. The 2020 emissions are included for informational purposes only. Table 4.8-3 summarizes the per capita transportation-related emissions from passenger vehicles along with the off-model adjustments that were included to represent a reasonable effect of the transportation programs included in the 2045 MTP/SCS.³

As shown in Table 4.8-4, implementation of the MTP/SCS in the year 2035 would result in a decrease of per capita CO₂ emissions of 6.6 percent compared to 2005 conditions. Therefore, the 2045 MTP/SCS would achieve the SB 375 targets. Implementation of the 2045 MTP/SCS would help the region achieve its SB 375 target, and this impact would be less than significant.

Table 4.8-4 Per Capita Carbon Dioxide Emission Comparison: Passenger Vehicles

	2005 Baseline (per SB 375)	2020 MTP/SCS	2035 MTP/SCS
Modeled Per Capita CO ₂ Emissions	18.68	18.28 <u>18.35</u>	17.63 <u>18.03</u>
Adjusted Per Capita GHG Reduction from 2005 ¹		-2.14 <u>-1.75</u>	-5.65 <u>-3.49</u>
Off-Model Adjustment Reduction		-0.88 <u>-3.41</u>	-0.98 <u>-2.80</u>
Increased Work from Home		-0.77 <u>-2.71</u>	-0.49 <u>-1.81</u>
Transportation Demand Management		-0.08 <u>-0.67</u>	-0.11 <u>-0.88</u>
MBARD and 3CE Power Incentives to Promote ZEV		-0.03	-0.38 <u>-0.11</u>
Total % Reduction from 2005		-3.02 <u>-5.16</u>	-6.63 <u>-6.29</u>
Reduced 2035 Per Capita MTP/SCS GHG Emissions (Lbs CO₂ per service population per day)		18.11 <u>17.73</u>	17.44 <u>17.55</u>

CO₂ = carbon dioxide emissions; GHG = greenhouse gas; MBARD = Monterey Bay Air Resources District, ZEV = zero emissions vehicle

¹Adjustments include the following: increased work-from-home, travel demand management, and promotion of zero-emission vehicles.

Source: Total SB 375 per capita emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

³ The off-model adjustments do not account for some strategies that cannot be modeled, such as TDM, TSM, telecommuting, and transit service enhancements.

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Mitigation Measures

None required.

Threshold 3: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Any conflict with the following thresholds would be considered a significant impact:

- b. Conflict with state’s ability to achieve SB 32 GHG reduction target, which aims to reduce statewide emissions to 40 percent below 1990 levels by 2030
- c. Conflict with state’s ability to achieve EO S-3-05 GHG reduction 2050 goal, which aims to reduce statewide emissions to 80 percent below 1990 levels by 2050 and EO B-55-18; or
- d. Conflict with applicable local GHG reduction plans

Impact GHG-4 IMPLEMENTATION OF THE 2045 MTP/SCS WOULD CONFLICT WITH THE STATE’S ABILITY TO ACHIEVE SB 32, EOS S-3-05 AND B-55-18, AND APPLICABLE LOCAL GHG REDUCTION PLAN TARGETS AND GOALS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

SB 32

The SB 375 targets are a key element of CARB’s 2017 Scoping Plan. However, the 2017 Scoping Plan states, “Stronger SB 375 GHG reduction targets [adopted in 2018] will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State’s 2030 and 2050 goals” (CARB 2017a). Therefore, consistency with the SB 375 target does not necessarily equate to consistency with SB 32 and the 2017 Scoping Plan.

This analysis assumes that the 2045 MTP/SCS would be required to achieve the same proportional GHG reductions as the state by the year 2030 (i.e., a 40 percent reduction in GHG emissions below 1990 levels). As shown in Table 4.8-5, GHG emissions in 2030 would decrease by approximately one percent as compared to 1990 levels, which is not sufficient to achieve the 2030 target of a 40 percent reduction below 1990 levels. It should be noted that the regional 2030 and 2045 GHG emissions shown in Table 4.8-5 do not account for the TDM, TSM, nor the telecommuting strategies, which would reduce the on-road transportation GHG emissions further. However, implementation of these strategies would not be enough to achieve a 40 percent reduction below 1990 GHG emissions. Therefore, although the projects, policies, and land use scenarios identified in the 2045 MTP/SCS are designed to align transportation and land use planning to reduce transportation related GHG emissions, the 2045 MTP/SCS would conflict with the State’s ability to achieve the SB 32 GHG emissions reduction goal. As a result, impacts related to conflicts with SB 32 would be significant.

Table 4.8-5 2030 and 2045 GHG Emissions Compared to 1990 Levels

Scenario	CO ₂ e Emissions (MT/year)	% Reduction in Emissions Compared to 1990 Baseline
1990 Baseline ¹	4,442,218	—
2030 MTP/SCS ²	4,393,038 4,398,285	-1.1% 1.0%
2045 MTP/SCS	4,151,818 4,157,309	-6.5% 6.4%

¹ 1990 Baseline from the 2040 MTP/SCS Final Environmental Impact Report (AMBAG 2018).

² In the absence of specific VMT data for year 2030, per capita emissions for year 2030 were calculated via linear interpolation of VMT for years 2020 and 2045

CO₂ = carbon dioxide; MT = metric ton

Source: Total GHG emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology. Refer to 2045 MTP/SCS Appendix A for the population in the Regional Growth Forecast.

2017 Scoping Plan

The 2045 MTP/SCS would implement a suite of transportation improvement projects and facilitate a land use scenario that is consistent with the transportation sustainability goals of the 2017 Scoping Plan. The land use scenario envisioned by 2045 MTP/SCS concentrates the forecasted growth in population and employment in already urbanized areas in an effort to reduce VMT. Active transportation projects would implement complete street design policies that prioritize transit, biking, and walking throughout the AMBAG region, including but not limited to installing bikeways in the City of Monterey (AMBAG ID MON-MRY016-MY), constructing bike and pedestrian access through the former Fort Ord (AMBAG ID MON-TAMC010-TAMC), installing multi-use path in San Benito County (AMBAG ID SB-SBC-A68), constructing connecting sidewalks in Capitola (AMBAG ID SC-CAP-P51-CAP), and developing sidewalks and bicycles through downtown Felton (AMBAG ID SC-CO P46a-USC). Active transportation projects would increase the number, safety, connectivity, and attractiveness of biking and walking facilities by adding sidewalks, trails, bike lanes, crosswalks, intersection improvements, pedestrian bridges, and signage throughout the AMBAG region. Furthermore, 2045 MTP/SCS includes transit projects designed to improve, maintain, enhance, and expand transit services offered by agencies in the AMBAG region, including, but not limited to, the Salinas-Marina Multimodal Corridor project (AMBAG ID MON-MST008-MST) in Monterey County, the Passenger Rail from Hollister to Gilroy project (AMBAG ID SB-LTA-A53) in San Benito County, and the University of California, Santa Cruz Transit Service Operations project (AMBAG ID SC-UC-P74-UC) in Santa Cruz County. In conjunction with these active transportation projects, the Transit projects would increase the availability of low carbon mobility options in the region. The 2045 MTP/SCS also includes a transportation system electrification project in Santa Cruz County (AMBAG ID SC-VAR-P07-VAR) to establish electric vehicle charging stations for electric vehicles, hybrids, ebikes, and scooters, thereby contributing to the 2017 Scoping Plan's goals of increasing the penetration of zero emission vehicles in non-light-duty sectors and electrifying the transportation sector. Therefore, the 2045 MTP/SCS is consistent with the transportation strategies of the 2017 Scoping Plan.

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However, since the plan would not achieve a 40 percent reduction in 2030, the 2045 MTP/SCS would conflict with the State’s ability to achieve the 2017 Scoping Plan’s goal, a significant impact.

EOs S-3-05 and B-55-18

Because the plan would conflict with the State’s ability to achieve the SB 32 GHG reduction target, it would also impede “substantial progress” toward meeting the reduction goals identified in EO S-3-05 and EO B-55-18. As a result, impacts related to conflicts with EO S-3-05 and B-55-18 would be significant.

Local GHG Reduction Plans

Climate Action Plans

The cities of Capitola, Gonzales, Monterey, ~~and Santa Cruz,~~ and Watsonville, as well as the County of Santa Cruz, have adopted climate action plans. ~~The City of Watsonville has adopted a climate action plan, but it is not certified.~~ These plans set goals and targets for the reduction of GHG emissions and outline policies to help achieve those goals. These local GHG reduction plans have been adopted in an effort to comply with the GHG emissions reduction goals recommended for local governments in the AB 32 Scoping Plan.⁴ The local climate action plans and GHG reduction plans were adopted in an effort to comply with the GHG emissions reduction goals recommended for local governments in the AB 32 Scoping Plan, which was aimed at reducing GHG emissions to 1990 levels by 2020 in accordance with AB 32. These climate action plans are also intended to make progress toward the State’s 2030 target of reducing GHG emissions by 40 percent below 1990 levels, as later codified by SB 32 in 2017. Transportation projects and the land use scenario envisioned in the 2045 MTP/SCS would not conflict with local CAPs. Therefore, it would not conflict with the goals of local climate action plans designed to meet the same State goals, and impacts would be less than significant.

Conclusion

The 2045 MTP/SCS would facilitate infill and TOD land use development as well as transit and alternative transportation projects, which would improve the transportation network in the AMBAG planning region and encourage the use of transportation modes other than passenger vehicles. Furthermore, by achieving its SB 375 target, the 2045 MTP/SCS contributes transportation-related GHG emission reductions towards meeting the State’s GHG reduction target for 2030 under SB 32.

However, the expected GHG emissions in the AMBAG region in year 2030 would not be consistent with the State’s SB 32 GHG reduction target for 2030, which would conflict with

⁴ The City of Santa Cruz and Monterey County are currently updating their climate action plans. Several other cities are developing climate action plans, including (but not limited to) the cities of Carmel-by-the-Sea, Hollister, Salinas, and Scotts Valley.

the state's ability to achieve SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. As such, this impact is significant.

Mitigation Measures

For all transportation projects under their jurisdiction, SBtCOG, SCCRTC, and TAMC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects generating construction GHG emissions, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Implementation of Mitigation Measures T-2(a) and T-2(b) in Section 4.15, *Transportation*, would also reduce GHG emissions from the 2045 MTP/SCS.

GHG-4(a) Transportation-Related GHG Reduction Measures

The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing VMT and associated transportation related GHG emissions. GHG-reducing mitigation measures include the following:

- Installation of electric vehicle charging stations beyond those required by State and local codes
- Utilization of electric vehicles and/or alternatively-fueled vehicles in company fleet
- Provision of dedicated parking for carpools, vanpool, and clean air vehicles
- Provision of new or improved transit amenities (e.g., covered turnouts, bicycle racks, covered benches, signage, lighting, sidewalk connectivity, and accessible crosswalks) if project site is located along an existing transit route
- Expansion of existing transit routes
- Provision of employee lockers and showers
- Provision of on-site services that reduce the need for off-site travel (e.g., childcare facilities, automatic teller machines, postal machines, food services)
- Provision of alternative work schedule options, such as telework or reduced schedule (e.g., 9/80 or 10/40 schedules), for employees
- Implementation of transportation demand management programs to educate and incentivize residents and/or employees to use transit, smart commute, and alternative transportation options

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs, and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.

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GHG-4(b) Land Use Project Energy Consumption and Water Use Reduction Measures

For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement measures to reduce energy consumption, water use, solid waste generation, and VMT, all of which contribute to GHG emissions. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

- Require new ~~residential and~~ commercial construction to install solar energy systems or be solar-ready
- Require new residential and commercial development to install low flow water fixtures
- Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch
- Require new development to exceed the applicable Title 24 energy-efficiency requirements
- Require new development to be fully electric

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during operation where appropriate.

Significance After Mitigation

Implementation of project level GHG-reducing measures would reduce GHG emissions, but may not be feasible and cannot be guaranteed on a project by project basis. Additionally, it is speculative at this time to forecast whether project level GHG emission reductions would be sufficient to achieve regionwide reduction in GHG emissions of 40 percent below 1990 levels by 2030. No additional feasible mitigation measures are available that would reduce emissions to trajectories consistent with SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. Therefore, this impact would remain significant and unavoidable.

a. Specific 2045 MTP/SCS Project That May Result in Impacts

The analysis within this section discusses the potential GHG related impacts associated with the 2045 MTP/SCS. The transportation projects within the 2045 MTP/SCS are evaluated herein in their entirety and are intended to improve circulation rather than cause adverse impacts. However, as described above, the 2045 MTP/SCS would increase GHG emissions as a result of project construction and operation. These effects have been found to be significant, as described above. Any number of the 2045 MTP/SCS projects that require construction equipment or include transportation improvement would presumably increase GHG emissions. Thus, no specific projects are listed in this section related to the adverse impacts on energy in the AMBAG region.

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4.9 Hazards and Hazardous Materials

This section analyzes impacts related to hazardous materials, airports, emergency planning and wildland fires in the AMBAG region. Wildfire is also discussed in Section 4.17, *Wildfire*.

4.9.1 Setting

a. Physical Setting

Hazardous Materials and Waste

The term “hazardous material” is defined in the State of California’s Health and Safety Code (HSC), Chapter 6.95, Section 25501(o) as:

Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous waste is hazardous material generated, intentionally or unintentionally, as a byproduct of some process or condition. Hazardous wastes are defined in California HSC Section 25141(b) as wastes that:

...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

According to the U.S. Environmental Protection Agency (U.S. EPA) (2017a), waste may be considered hazardous if it is specifically listed as known hazardous waste or if it meets the one or more of the following characteristics of a hazardous waste:

- **Toxicity.** Poisonous, harmful when ingested or absorbed.
- **Ignitability.** Capable of being ignited by open flame, liquids with flash points¹ below 60 degrees Celsius.
- **Corrosivity.** Capable of corroding other materials, aqueous wastes with a pH of 2 or less or greater than or equal to 12.5.

¹ Flash point is the lowest temperature at which the vapors of a volatile combustible substance ignite in the air when exposed to flame.

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- **Reactivity.** May be unstable under normal conditions, may react with water, may give off toxic gases or may be capable of detonation or explosion under normal conditions or when heated.

Generation and Disposal of Hazardous Materials and Waste

Many chemicals used in household cleaning, construction, light and heavy industry, dry cleaning, film processing, landscaping and automotive maintenance and repair are considered to generate hazardous materials and waste. Additionally, in some cases, past industrial or commercial uses on a site may have resulted in spills or leaks of hazardous materials and petroleum that have caused contamination of the underlying soil and groundwater. Federal and state laws require that soils and groundwater having concentrations of contaminants that are higher than certain acceptable levels are handled and disposed as hazardous waste during excavation, transportation, and disposal. The California Code of Regulations (CCR), Title 22, Sections 66261.20-24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste. Hazardous materials require special methods of disposal, storage and treatment, and the release of hazardous materials requires an immediate response to protect human health and safety and the environment. Improper disposal can harm the environment and people who work in the waste management industry.

Businesses that handle or generate hazardous materials within the AMBAG region are monitored by U.S. EPA; the Central Coast Regional Water Quality Control Board (RWQCB); the Monterey County Hazardous Materials Management Services (HMMS); the Santa Cruz County Environmental Health Department; the San Benito County Environmental Health Department; Local Enforcement Agency (LEA) programs; and the Monterey Bay Air Resources District (MBARD). Generators of hazardous waste fall into two categories: large-quantity generators (LQG) and small-quantity generators (SQG). An LQG is defined as a person or facility generating more than 2,200 pounds of hazardous waste per month. An SQG is defined as generating greater than 100 kilograms (kg) and less than 1,000 kg (2,200 pounds) of hazardous waste per month. LQGs include industrial and commercial facilities, such as manufacturing companies, petroleum refining facilities and other heavy industrial businesses.

LQGs must comply with federal and state requirements for managing hazardous waste. LQGs need an U.S. EPA identification number that is used to monitor and track hazardous waste activities. SQGs include facilities such as service stations, automotive repair, dry cleaners, and medical offices. The regulatory requirements for SQGs are less stringent than the requirements for LQGs; however, SQGs must also obtain an U.S. EPA identification number, which must be used for traceability on all hazardous waste documentation. Pursuant to federal law (40 CFR 262.41-43), all such generators must register with U.S. EPA for record-keeping and reporting.

Transportation of Hazardous Materials and Waste

Hazardous materials, hazardous wastes, medical waste, and petroleum products are a subset of the goods routinely shipped along the transportation corridors in the AMBAG region. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by the Department of Toxic Substances Control (DTSC). The DTSC maintains a list of active registered hazardous waste transporters throughout California and the California Department of Public Health regulates the haulers of hazardous waste. There are four registered hazardous waste transporters in Monterey County, one in San Benito County and three in Santa Cruz County (DTSC 2021a).

Transportation of hazardous materials and wastes in the AMBAG region occurs through a variety of modes: truck, rail, and pipeline. Transportation of hazardous materials by truck is regulated by the DOT. The DOT, Federal Motor Carrier Safety Administration, identifies several highways and county roads in the AMBAG region as a Hazardous Materials Route in its National Hazardous Materials Route Registry (2019). These highways and roads include sections of:

- Highway 1
- Highway 17
- Highway 25
- Highway 68
- U.S. 101
- Highway 152
- Highway 156
- Highway 183
- Highway 198 and
- Monterey County Road G14
- Monterey Traffic Underpass from Washington Street to Lighthouse Avenue

According to the U.S. DOT Pipeline and Hazardous Materials Safety Administration and Office of Hazardous Materials Safety, hazardous materials traffic in the U.S. now exceeds 8000,000 shipments per day and results in more than 3.1 billion tons of hazardous materials annually (FHWA 2021). Considering the abundance of roads compared to rail and pipelines in the AMBAG region, trucks are likely responsible for transporting most hazardous materials within the AMBAG region. According to the DOT (2021), truck transport consistently accounts for the largest share of reportable incidents each year. For example, in 2020, truck transport accounted for approximately 1,270 reportable incidents in the State, while rail and air transport accounted for 51 and 103 incidents, respectively. While hazardous waste incidents account for a small percentage of overall highway incidents, the impact of these incidents can be more severe due to the nature of the material(s) involved.

The transport of hazardous materials by rail is also regulated by DOT. Freight railroads have employee safety training requirements and operating procedures that govern the handling

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and movement of hazardous goods, including crude oil. Federal regulations and self-imposed safety practices dictate train speeds, equipment and infrastructure inspections and procedures for how to handle and secure trains carrying hazardous materials. The freight rail industry provides instruction to local public safety officials at the Transportation Technology Center's Security and Emergency Response Training Center and individual railroads conduct additional local training for first responders (Association of American Railroads 2021). Freight railroads also work with State emergency planning committees and local first responders to develop emergency response plans. In accordance with a February 2014 agreement between the DOT and Association of American Railroads, railroads have developed an inventory of emergency response resources and provided the DOT with information on the deployment of those resources. This information is available upon request to appropriate emergency responders (Association of American Railroads 2021). A list of the rail facilities in the AMBAG region is provided in Section 4.15, *Transportation*.

Pipelines, primarily underground, are used to transport a variety of potentially hazardous substances throughout the AMBAG region. For example, Pacific Gas & Electric maintains and operates a natural gas pipeline that is roughly parallel to Highway 1 in parts of Monterey and Santa Cruz counties, and a pipeline through Hollister in San Benito County (Pacific Gas & Electric 2021). The American Petroleum Institute recommends setbacks of 50 feet from petroleum and hazardous liquids lines for new homes, businesses, and places of public assembly. It also recommends 25 feet for garden sheds, septic tanks, and water wells; and 10 feet for mailboxes and yard lights (Transportation Research Board 2004). The Transportation Research Board (2004) encourages the use of zoning regulations to minimize casualties in the event of a catastrophic pipeline rupture. Possible land use techniques include, for example, establishing setbacks; regulating or prohibiting certain types of structures and uses near transmission pipelines; and encouraging, through site and community planning, other types of activities and facilities, such as mini-storage businesses, linear parks and recreational paths, within or in the vicinity of pipeline rights-of-way.

There are no major shipping ports or marine oil terminals in the AMBAG region, and transport by ship on the open sea or rivers is generally not a mode of hazardous materials or waste transport in the region. However, the AMBAG region does contain coastal marinas, boat storage facilities and other similar boat-based service businesses where petroleum products, paints, cleaning solvents and other substances used in the daily operation and maintenance of boats may be stored and handled.

Potential for Hazardous Materials and Hazardous Materials Sites

Many activities in the AMBAG region involve the use of hazardous materials. The use of hazardous materials is commonplace in commercial, industrial, and manufacturing activities, and many businesses within the AMBAG region are permitted to handle and transport hazardous materials. There are historic and existing land uses that have generated hazardous waste as part of daily business operations. LQGs and SQGs include such commercial uses as painters, dry cleaners and photographers, and industrial uses such as automotive service stations, sheet metal works, metal scrap yards, truck yards, cement and lime warehouses,

coal yards, battery manufacture and Pacific Gas & Electric substations. In addition, older structures may contain building materials that are considered hazardous, such as asbestos and lead-based paint. In general, these historic and current uses and building materials are located throughout the AMBAG region (Monterey Bay Air Resources District [MBARD] 2021).

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to prepare an annual Hazardous Waste and Substances List, commonly referred to as the Cortese List. The addition or inclusion of a site on the Cortese List has bearing on the local permitting process and compliance with CEQA. For example, projects proposed at a site on the Cortese List are not eligible for categorical exemptions to CEQA per Section 15300.2(e) of the *State CEQA Guidelines*. The Cortese List is not maintained as a centralized list, however, and a variety of governmental data sources identify sites where hazardous substances may have been released or may have created a hazardous condition on-site. These include:

- DTSC Active Transporter County Search Report (2021a);
- DTSC EnviroStor database (DTSC, 2021b) (Cortese List) for tracking hazardous waste facilities and site with known contamination or sites where there may be reasons to investigate further;
- State Water Resources Control Board's (SWRCB) GeoTracker database (SWRCB 2021) of records for sites that require cleanup, such as leaking underground storage tank (UST) sites, Department of Defense sites, landfill sites and Cleanup Program sites;
- California Office of Emergency Services (OES) Hazardous Materials Spill Notification database (2021) that includes information on reported hazardous material accidental releases or spills;
- The DOT's Hazardous Materials Incident Report System database (DOT 2021), which is maintained by the U.S. EPA and contains data on hazardous material spill incidents;
- California Department of Resources Recycling and Recovery's (CalRecycle) Solid Waste Inventory System database (CalRecycle 2021) of active and closed solid waste sites;
- The U.S. EPA Envirofacts database (2021b) of Resource Conservation and Recovery Act (RCRA) sites, as well as other hazardous sites, such as superfund and brownfield sites; and
- The USACE list of Formerly Used Defense Sites for California (2015).

All databases listed above have identified sites within the AMBAG region. The DTSC Active Transporter County Search Report identifies four registered hazardous waste transporters in Monterey County, one in San Benito County, and three in Santa Cruz County (DTSC 2021a). The DOT's Hazardous Materials Incident Report System database identified 15 hazardous materials spill incidents in the AMBAG region between January 1, 2020 and December 31, 2020. One of these incidents was in Salinas, eight were in Watsonville, three were in Monterey, and three were in the City of Santa Cruz. Seven sites in the AMBAG region are identified on the USACE list of Formerly Used Defense Sites for California. According to CalRecycle's Solid Waste Inventory System database, there are 25 active landfill sites in the AMBAG region and an additional 42 landfill sites that have been closed.

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For some databases, such as the DTSC's EnviroStor database and the U.S. EPA Envirofacts database, the list of identified sites is too exhaustive to provide in its entirety for purposes of this EIR because it is not necessary for programmatic impact analysis. For example, the EnviroStor identifies hundreds of sites in the AMBAG region, including closed sites that have been fully remediated; sites where contamination is contained but land use restrictions are in place; and sites under evaluation, active remediation, and monitoring. Among these sites are superfund sites, state response hazardous sites, contaminated soil sites, and school cleanup sites and leaking UST sites. The U.S. EPA Envirofacts database also identifies hundreds of RCRA sites in the region, including some that are also listed in the EnviroStor database. Examples of some of the RCRA sites identified in the region include gas stations, dry cleaners, automotive repair shops, pharmacies, automobile dealerships, paint stores, trucking companies, University of California Santa Cruz, and the Monterey Bay Aquarium. The SWRCB GeoTracker database also identifies many leaking UST sites, some have been which remediated and cleaned, and some of which have yet to be cleaned. For purposes of this EIR, it is more important to note that many sites on the Cortese list exist throughout the AMBAG region, typically within proximity to the transportation network and more densely populated areas in the region.

To address the potential for documented and undocumented hazards on a site, the American Society for Testing and Materials has developed widely accepted practice standards for the preliminary evaluation of site hazards (E-1527-13) (ASTM 2013). Phase I Environmental Site Assessments (ESAs) include an on-site visit to determine current conditions; an evaluation of possible risks posed by neighboring properties; interviews with persons knowledgeable about the site's history; an examination of local planning files to check prior land uses and permits granted; file searches with appropriate agencies having oversight authority relative to water quality and/or soil contamination; examination of historic aerial photography of the site and adjacent properties; a review of current topographic maps to determine drainage patterns; and an examination of chain-of-title for environmental lines and/or activity and land use limitations. If a Phase I ESA indicates the presence, or potential presence of contamination, a site specific Phase II ESA is generally conducted to test soil and/or groundwater. Based on the outcome of a Phase II ESA, remediation of contaminated sites under federal and state regulations may be required prior to development. Phase I ESAs can also be used to identify the potential for presence of hazardous building materials in situations where older structures intended for demolition could contain lead-based paint, asbestos containing materials, mercury, or polychlorinated biphenyls.

Naturally Occurring Asbestos

Asbestos is not a formal mineralogical term, but rather a commercial and industrial term historically applied to a group of silica-containing minerals that form long, very thin mineral fibers (termed amphiboles), which generally form in bundles, that were once widely used in commercial products. Naturally occurring asbestos includes minerals in their natural state, such as in bedrock or soils. Naturally occurring asbestos, which was identified as a toxic air contaminant by CARB in 1986, is of concern due to potential exposures to the tiny fibers that

can become airborne if asbestos-bearing rocks are disturbed by natural erosion or human activities, such as road building, excavations, and other ground-disturbing activities. Once disturbed, microscopic fibers can become lodged in the lungs, which can potentially lead to serious health problems. All three AMBAG counties contain reported naturally occurring asbestos and/or ultramafic rocks, such as serpentinite, which can contain asbestos fibers. However, within the three counties, naturally occurring asbestos are most concentrated in the southern area of San Benito County (USGS 2011). In general, naturally occurring asbestos fibers do not pose a threat unless disturbed and introduced into the air as fugitive dust.

Schools

Children are particularly susceptible to long-term effects from emissions of hazardous materials. Therefore, locations where children spend extended periods of time, such as schools, are particularly sensitive to hazardous air emissions and accidental release associated with the handling of extremely hazardous materials, substances, or wastes. According to the California Department of Education (DOE) (2021), there are 150 public schools in the AMBAG region. Student enrollment in the region is currently approximately 130,000 students (Ed-Data 2021)

Airports

The AMBAG region has six publicly owned civil aviation airports, which include the following:

- Monterey Regional
- Salinas Municipal
- King City Municipal (Mesa Del Rey)
- Marina Municipal
- Watsonville Municipal
- Hollister Municipal

Of these airports, only the Monterey Regional Airport provides scheduled air carrier service. There are also several private airports in the region that are used primarily for agricultural or business purposes, but one of these, the Frazier Lake Airport, also allows public use. Currently, there are two operational military airfields in the region: Camp Roberts Army Airfield and Heliport and the Hunter-Liggett Army Airfield.

Potential hazards in relationship to airport operations are generally regulated by the Federal Aviation Administration (FAA), with local planning and evaluation of proposed projects (in terms of a proposed project's compatibility in relationship to air and ground operations and the safety of the public) under the authority of the applicable airport land use commission (ALUC) through an airport land use compatibility plan (ALUCP). The ALUCs with authority in the AMBAG region include the Monterey County Airport Land Use Commission, San Benito County Airport Land Use Commission, and the Santa Cruz County Community Development Department. Applicable ALUCPs to the AMBAG region are discussed in Section 4.9.2, *Regulatory Setting*, below.

4.9.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

The U.S. EPA is the lead agency responsible for enforcing federal regulations that affect public health or the environment. The primary federal laws and regulations include the RCRA of 1976 and the Hazardous and Solid Waste Amendments enacted in 1984; the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA); and the Superfund Act and Reauthorization Act of 1986 (SARA). Federal statutes pertaining to hazardous materials and wastes are contained in the CFR Title 40 - Protection of the Environment.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 U.S. Code Section 2601 et seq.) grants EPA the authority to develop reporting, record-keeping, and testing requirements for, as well as restrictions on, the manufacture, use, and sale of chemical substances. Pursuant to Title II of the Toxic Substances Control Act, the EPA adopted the Asbestos Model Accreditation Plan in 1994. The Model Accreditation Plan requires that all persons who inspect for asbestos-containing materials or design or conduct response actions with respect to friable asbestos obtain accreditation by completing a prescribed training course and passing an exam. Section 403 of the Toxic Substances Act establishes standards for lead-based paint hazards in paint, dust, and soil.

Resource Conservation and Recovery Act

RCRA Subtitle C regulates the generation, transportation, treatment, storage and disposal of hazardous waste by LQGs (1,000 kilograms per month or more) through comprehensive life cycle or “cradle to grave” tracking requirements. The requirements include maintaining inspection logs of hazardous waste storage locations, records of quantities being generated and stored, and manifests of pick-ups and deliveries to licensed treatment/storage/disposal facilities. RCRA also identifies standards for treatment, storage, and disposal, which is codified in 40 CFR 260.

Comprehensive Environmental Response Compensation and Liability Act

Congress enacted CERCLA, setting up what has become known as the Superfund program, in 1980 to establish prohibitions and requirements concerning closed and abandoned hazardous waste sites; provide for liability of persons responsible for releases of hazardous waste at these sites; and establish a trust fund to provide for cleanup when no responsible party can be identified. Generally, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.

- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening.

Superfund Amendments and Reauthorization Act

SARA amended the CERCLA in 1986, emphasizing the importance of permanent remedies and innovative treatment technologies to clean up hazardous waste sites; requiring Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; providing new enforcement authorities and settlement tools; increasing involvement of the states in every phase of the Superfund program; increasing the focus on human health problems posed by hazardous waste sites; encouraging greater citizen participation in making decisions on how sites should be cleaned up; and increasing the size of the trust fund to \$8.5 billion.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (49 CFR § 101 et seq.), which is administered by the Research and Special Programs Administration of U.S. DOT. The Hazardous Materials Transportation Act governs the safe transportation of hazardous materials by all modes. The DOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or who is involved in any way with the manufacture or testing of hazardous materials packaging or containers. The DOT regulations govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), or SARA Title III, was enacted in October 1986. SARA Title III requires any infrastructure at the State and local levels to plan for chemical emergencies, including identifying potential chemical threats. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301–312 are administered by EPA’s Office of Emergency Management. EPA’s Office of Information Analysis and Access implements EPCRA’s Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program (CalARP).

Federal Disaster Mitigation Act

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. “Enhanced” plans demonstrate increased coordination of mitigation activities at the state level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program.

Code of Federal Regulations, Title 14, Part 77

The primary role of the FAA is to promote aviation safety and control the use of airspace. Public use airports that are subject to the FAA's grant assurances must comply with specific FAA design criteria, standards, and regulations. Land use safety compatibility guidance from the FAA is limited to the immediate vicinity of the runway, the runway protection zones at each end of the runway, and the protection of navigable airspace.

14 CFR 77, *Safe Efficient Use and Preservation of the Navigable Airspace*, establishes the federal review process for determining whether proposed development activities in the vicinity of an airport have the potential to result in a hazard to air navigation. 14 CFR Part 77 identifies standards for determining whether a proposed project would represent an obstruction "that may affect safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities." Objects that are identified as obstructions based on these standards are presumed to be hazards until an aeronautical study conducted by the FAA determines otherwise.

b. State Laws, Regulations, and Policies

California Asbestos Regulations

In 1990, CARB issued an Airborne Toxic Control Measure (ATCM), which prohibited the use of serpentine aggregate for surfacing if the asbestos content was 5 percent or more. In July 2000, CARB adopted amendments to the existing ATCM prohibiting the use or application of serpentine, serpentine-bearing materials, and asbestos-containing ultramafic rock for covering unpaved surfaces unless it has been tested using an approved asbestos bulk test method and determined to have an asbestos content that is less than 0.25 percent. In July 2001, CARB adopted a new ATCM for construction, grading, quarrying, and surface mining operations in areas with serpentine or ultramafic rocks. These regulations are codified in Title 17, Section 93105 of the CCR. The regulations require preparation and implementation of an Asbestos Dust Mitigation Plan for construction or grading activities on sites greater than 1 acre in size with known NOA soils. The air districts enforce this regulation. In October 2000, the Governor's Office of Planning and Research issued a memorandum providing guidance to lead agencies in analyzing the impacts of NOA on the environment through the CEQA review process. In November 2000, the California Department of Real Estate added a section to subdivision forms that includes questions related to NOA on property proposed for development. In 2004, as part of its school-site review program, DTSC's School Property Evaluation and Cleanup Division released interim guidance on evaluating NOA at school sites. In addition, California Health and Safety Code Section 19827.5 prohibits issuance of demolition permits by local and State agencies without assessment of the potential for the structure to contain asbestos.

Title 8, California Code of Regulations

The California Division of Occupational Safety and Health Administration (Cal/OSHA) lead standard for construction activities is implemented under Title 8 of the CCR. The standard applies to any construction activity that may release lead dust or fumes, including, but not limited to, manual scraping, manual sanding, heat gun applications, power tool cleaning, rivet busting, abrasive blasting, welding, cutting, or torch burning of lead-based coatings. Unless otherwise determined by approved testing methods, all paints and other surface coatings are assumed to contain lead at prescribed concentrations, depending on the application date of the paint or coating.

California Fire Code

The California Fire Code is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines and specialized equipment. To ensure that these safety measures are met, the California Fire Code employs a permit system based on hazard classification.

California Accidental Release Prevention Program

The CalARP Program addresses facilities that contain specified hazardous materials, known as “regulated substances,” that, if involved in an accidental release, could result in adverse off-site consequences. The CalARP Program defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

California Unified Program Administration

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections and enforcement activities of six environmental and emergency response programs, as listed below:

- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- CalARP Program;
- Underground Storage Tank Program;
- Aboveground Petroleum Storage Act Program;
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements.

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The state agency partners involved in the Unified Program have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency and providing technical assistance to the Certified Unified Program Agencies (CUPA). The following state agencies are involved with the Unified Program:

- CalEPA is directly responsible for coordinating the administration of the Unified Program. The Secretary of the CalEPA certifies CUPAs
- DTSC provides technical assistance and evaluation for the hazardous waste generator program including onsite treatment (tiered permitting)
- OES is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program and the CalARP Programs
- The Office of the State Fire Marshal is responsible for ensuring the implementation of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs. These programs tie in closely with the Business Plan Program
- SWRCB provides technical assistance and evaluation for the UST program in addition to handling the oversight and enforcement for the aboveground storage tank program

The AMBAG region includes three CUPAs: the Monterey County HMMS, the San Benito County Environmental Health Department, and the Santa Cruz County Environmental Health Department. These three agencies are responsible for implementing the federal and state laws and regulations for all jurisdictions within Monterey, San Benito, and Santa Cruz counties, respectively.

California Land Environmental Restoration and Reuse Act of 2001

The California Land Environmental Restoration and Reuse Act of 2001 established California Human Health Screening Levels (CHHSLs) as a tool to assist in the evaluation of contaminated sites for potential adverse threats to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment, an agency under the umbrella of CalEPA. The thresholds of concern used to develop the CHHSLs are an excess lifetime cancer risk of one in 1 million and a hazard quotient of 1.0 for non-cancer health effects. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSLs can be assumed to not pose a significant health risk to people who may live (residential CHHSLs) or work (commercial/ industrial CHHSLs) at the site.

California Multi-Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guidance document - providing an updated analysis of the state's historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The plan represents the state's overall commitment to supporting a comprehensive

mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a more resilient state. State Hazard Mitigation Plans are required to meet the Elements outlined in FEMA's State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

OES is responsible for the development and maintenance of the State's plan for hazard mitigation. The State's multi-hazard mitigation plan was last approved by the Federal Emergency Management Agency (FEMA) as an Enhanced State Mitigation Plan in 2018. The plan is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The plan also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the SHMP and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise its mitigation plan and resubmit for FEMA approval at least every five years to ensure continued funding eligibility for certain federal grant programs.

California Public Resources Code 21151.4

Pursuant to Public Resources Code Section 21151.4, projects that can be reasonably anticipated to produce hazardous air emissions or handle extremely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school must consult with the potentially affected school district and provide written notification not less than 30 days prior to the proposed certification or adoption of an environmental document. Where a school district proposes property acquisition or the construction of a school, the environmental document must address existing environmental hazards, and written findings must be prepared regarding existing pollutant sources.

California Education Code

Sections 17071.13, 17072.13, 17210, 17210.1, 17213.1-3 and 17268 of the California Education Code became effective January 1, 2000. Together, they establish requirements for assessments and approvals regarding toxic and hazardous materials that school districts must follow before receiving final site approval from the DOE and funds under the School Facilities Program. These requirements are consistent with those described above for certification or adoption of an environmental document under Public Resources Code Section 21151.4.

California Education Code Section 17213(b) establishes requirements for assessments and approvals that address the potential for existing contamination on the site, and whether nearby land uses might reasonably be anticipated to emit hazardous air emissions or handle hazardous materials. Assessment of existing contamination is conducted in coordination with DTSC's School Property Evaluation and Cleanup Division, which is responsible for assessing, investigating, and cleaning up proposed school sites. This Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy a new school.

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Carpenter-Presley-Tanner Hazardous Substances Account Act

The Carpenter-Presley-Tanner Hazardous Substance Account Act imposes liability for hazardous substances removal or remedial actions and requires the State Attorney General to recover from the liable person, as defined, certain costs incurred by the DTSC or any of the state's nine RWCQB, upon the request of the DTSC or RWQCB. The act authorizes, except as specified, a party found liable for any costs or expenditures recoverable under the act for those actions to establish, as specified, that only a portion of those costs or expenditures are attributable to the party, and requires the party to pay only for that portion. If each party does not establish its liability, the act requires a court to apportion those costs or expenditures, as specified, among the defendants and the remaining portion of the judgment is required to be paid from the Toxic Substances Control Account. Existing law authorizes the money deposited in the Toxic Substances Control Account in the General Fund to be appropriated to the DTSC for specified purposes, including the payment of the costs incurred by the state for those actions.

Lempert-Keene-Seastrand Oil Spill Prevention and Response Act

The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 granted the Office of Spill Prevention and Response the authority to direct prevention, removal, abatement, response, containment, and cleanup efforts regarding all aspects of any oil spill in marine waters of California. The Office of Spill Prevention and Response implements the California Oil Spill Contingency Plan, consistent with the National Contingency Plan, which pays special attention to marine oil spills and impacts to environmentally- and ecologically sensitive areas. In 2014, the Office of Spill Prevention and Response program was expanded to cover all statewide surface waters at risk of oil spills from any source, including pipelines and the increasing shipments of oil transported by railroads.

Local Community Rail Security Act

The Local Community Rail Security Act of 2006 (Public Utilities Code Sections 7665-7667) requires all rail operators to provide security risk assessments to California Public Utilities Commission, the Director of Homeland Security and the Catastrophic Event Memorandum Account that describe the following:

- Location and function of each rail facility;
- Types of cargo stored at or typically moved through the facility;
- Hazardous cargo stored at or moved through the facility;
- Frequency of hazardous movements or storage;
- Description of sabotage-terrorism countermeasures;
- Employee training programs;
- Emergency response procedures; and
- Emergency response communication protocols.

b. Regional and Local Laws, Regulations, and Policies

Monterey Bay Air Resources District

The Monterey Bay Air Resources District (MBARD) attains and maintains air quality conditions in the North Central Coast Air Basin (NCCAB), which comprises Monterey, San Benito, and Santa Cruz counties. MBARD is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education, and public information activities related to air pollution, as required by the Clean Air Act and California Clean Air Act. Projects in the NCCAB are subject to MBARD's rules and regulations, including rules pertaining to asbestos. MBARD Rule 424, National Emission Standards for Hazardous Air Pollutants, sets emissions standards for stationary source emissions, including asbestos emission from building demolition.

City and County General Plans

Local planning policies related to hazards and hazardous materials are established in each jurisdiction's general plan, generally in the Safety Element or equivalent chapter. Safety Elements are required to address geologic hazards, fire hazards, dam failure, evacuation routes, flooding, and emergency response among other issues. For emergency services, some of the relevant policies may include coordinating with other agencies that are responsible for planning medical facilities to meet the health care needs of residents in the region, retaining hospitals, evaluating medical facility proposals, providing emergency response services, and participating in mutual-aid agreements.

Applicable county general plans and examples of city general plans in the AMBAG region are discussed below.

Monterey County

The Monterey County General Plan (Monterey County 2010) contains Policy PS-8.3 in the Public Services Element that pertains to hazardous substances. Policy PS-8.3 states that the County shall establish or maintain programs for the routine inspection of locations of hazardous substances.

Cities in Monterey County also have general plans with goals and policies pertaining to hazardous materials. For example, the City of Marina's General Plan contains goal 4.103, which is to protect the public from health threats posed by hazardous materials. Through its General Plan, the City of Marina ensures that proposed industrial or commercial projects that will use or generate hazardous materials are compatible with surrounding uses as designated by the General Plan. Residential uses and other sensitive uses such as schools must be adequately buffered from adjoining uses which involve the use or generation of hazardous materials (City of Marina 2000).

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San Benito County

The San Benito County 2035 General Plan (County of San Benito 2015) contains policies in the Health and Safety Element that pertain to hazardous materials and waste as shown below.

- **Policy HS-6.1 – Hazardous Materials Storage and Disposal.** The County shall require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
- **Policy HS-6.2 – Hazardous Waste Management Plan.** The County shall maintain and implement the Hazardous Waste Management Plan.
- **Policy HS-6.3 – Consistency with Hazardous Waste Management Plan.** The County shall ensure that all applicable land use decisions concerning zoning, subdivision, conditional use permits or variances granted for the operation or expansion of an off-site hazardous waste facility are consistent with the County Hazardous Waste Management Plan before approving a development application.
- **Policy HS-6.4 – Hazardous Materials Incident Response Area Plan.** The County shall maintain and implement when necessary the Hazardous Materials Incident Response Area Plan.
- **Policy HS-6.5 – Transportation Routes.** The County shall restrict transport of hazardous materials within San Benito County to designated routes.
- **Policy HS-6.6 – Household Hazardous Waste Program.** The County shall continue to sponsor household hazardous waste collection days to help residents lawfully dispose of household hazardous waste that is not accepted by the landfill.
- **Policy HS-6.7 – Small Business Hazardous Waste Program.** The County shall continue to work with small businesses that generate, store, or accumulate hazardous waste to help them comply with regulations for the proper treatment, storage, and disposal of these wastes.
- **Policy HS-6.8 – Information on Hazardous Waste Management.** The County shall provide the public, industry, agriculture, and local government with the available information needed to enable them to take rational and cost effective actions to minimize, recycle, treat, dispose of or otherwise manage hazardous wastes within the county.

Cities in San Benito County also have general plans with goals and policies pertaining to hazardous materials and wastes. For example, the City of Hollister's General Plan contains the following applicable policies (City of Hollister 2005).

- **Policy HS1.3 – Coordination with San Benito County and Other Agencies on Safety Matters.** Cooperate with the County of San Benito and with other government agencies in all matters related to safety, hazardous waste management and emergency planning.

- **Policy HS1.12 – Potential Hazardous Soils Conditions.** Evaluate new development prior to development approvals on sites that may contain hazardous materials.
- **Policy HS1.13 – Hazardous Waste Management.** Support measures to responsibly manage hazardous waste to protect public health, safety and the environment, and support state and federal safety legislation to strengthen requirements for hazardous materials transport.
- **Policy HS1.14 – Hazardous Materials Storage and Disposal.** Require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal. Provide the public, industry, agriculture and local government with the available information needed to enable them to take rational and cost-effective actions to minimize, recycle, treat, dispose of or otherwise manage hazardous wastes within the Hollister Planning Area.

Santa Cruz County

The Santa Cruz County General Plan and Local Coastal Program (County of Santa Cruz 1994) contains policies in the Conservation and Open Space Element that pertain to hazardous materials and waste, as shown below.

- **Policy 6.6.1 – Hazardous Materials Ordinance.** Maintain the County's Hazardous Materials ordinance, placing on users of hazardous and toxic materials the obligation to eliminate or minimize the use of such materials wherever possible, and in all cases to minimize the release, emission, or discharge of hazardous materials to the environment, and properly to handle all hazardous materials and to disclose their whereabouts. Further, maintain the County's ordinance relating to ozone-depleting compounds. Ensure that any amendment of existing ordinance provisions is based on a finding that the amendments will provide protection to the environment and the community against toxic hazards that is equal to or stronger than the existing provisions.
- **Policy 6.6.2 – County Use of Toxic/Hazardous Materials.** Eliminate wherever possible, and minimize where elimination is not feasible, the use of hazardous and toxic materials in the operations and programs of County government.
- **Policy 6.6.3 Maintenance of Standards for Use and Control.** Ensure that Santa Cruz County maintains standards for the use and control of hazardous materials which are at least equal in their protection for the environment and the community to measures imposed by other local governments within Santa Cruz County, and in adjoining counties.
- **Policy 6.7.1 – Managing the County's Fair Share of Hazardous Waste.** Any proposed facility shall be consistent with the fair share principle, and with any inter-jurisdictional agreements on hazardous waste management entered into by Santa Cruz County.
- **Policy 6.7.3 – Location of Facilities.** Require any proposed hazardous waste management facility to be located only in those general areas identified in the Hazardous Waste Management Plan.

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Cities in Santa Cruz County also have general plans with goals and policies pertaining to hazardous materials and wastes. For example, the City of Capitola's General Plan contains the following applicable policies (City of Capitola 2014).

- **Policy SN-4.1 – Mitigation Processes.** Mitigate hazard exposure from new development projects through the environmental review process, design criteria, and standards enforcement.
- **Policy SN-4.2 – Site Assessments.** Where deemed necessary, based on the history of land use, require site assessments for hazardous and toxic soil contamination prior to approving development project applications.
- **Policy SN-4.3 – Sensitive Receptors.** Prohibit land uses and development that emit obnoxious odors, particulates, light, glare, or other environmentally sensitive contaminants from being located near schools, community centers, senior homes, and other sensitive receptors.
- **Policy SN-4.4 – Green Building.** Encourage green building practices that reduce potentially hazardous construction materials.
- **Policy SN-4.5 – County Coordination.** Continue to coordinate with the Santa Cruz County Department of Environmental Health Services on enforcement of State and local statutes and regulations pertaining to hazardous materials and waste storage, use, and disposal.

Local Hazard Mitigation Plans

Local jurisdictions develop, adopt, and update hazard mitigation plans to establish guiding principles for reducing hazard risk, as well as specific mitigation actions to eliminate or reduce identified vulnerabilities. Applicable hazard mitigation plans for the AMBAG region include *Monterey County Multi-Jurisdictional Hazard Mitigation Plan* (Monterey County 2014), *County of Santa Cruz Local Hazard Mitigation Plan* (Santa Cruz County 2021) and *County of San Benito Operational Area Multi-Jurisdiction Local Hazard Mitigation Plan* (2015a). These plans serve to reduce or eliminate long-term risk to people and property from natural hazards and their effects in the AMBAG region.

Emergency Response and Evacuation Plans

Emergency response plans include elements to maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local levels for all types of disasters, human-made and natural. Local governments have the primary responsibility for preparedness and response activities.

The Monterey County OES alerts and notifies appropriate agencies when disaster strikes, coordinates all responding agencies, ensures resources are available and mobilized, develops plans and procedures for response and recovery, and develops and provides preparedness materials for the public.

The County of San Benito adopted its emergency operations plan in October 2015 (San Benito County 2015b). The emergency operations plan addresses the County's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies. The emergency operations plan describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed, and the process to ensure continuity of government during an emergency or disaster.

The County of Santa Cruz currently has a draft version of an emergency management plan (Santa Cruz County 2015). The plan establishes a comprehensive, all-hazards approach to incident management across a spectrum of activities including prevention, preparedness, response, and recovery. It addresses the planned response to extraordinary situations associated with large-scale emergency incidents in or affecting Santa Cruz County.

Airport Land Use Compatibility Plans

The four public airports within Monterey County are: Monterey Regional Airport, Marina Municipal Airport, Mesa Del Rey Airport, and Salinas Municipal Airport. The Monterey County ALUC adopted the Monterey Regional Airport ALUCP and the Marina Municipal Airport ALUCP in February 2019 and May 2019, respectively (Monterey County Airport Land Use Commission, 2019a; 2019b). The ALUC published the plan for Salinas Municipal Airport in 1982 (Monterey County Airport Land Use Commission 1982) and the plan for Mesa Del Rey Airport in 1978 (Monterey County Airport Land Use Commission 1978). The goals of the ALUCPs are to protect residents from the negative environmental noise, safety and traffic impacts that can potentially be induced by airports.

The San Benito County ALUC reviews development proposed within the Airport Influence Area of the Hollister Municipal Airport and Frazier Lake Airpark. The ALUC reviews applications in compliance with the policies in the Hollister Municipal Airport Land Use Compatibility Plan and the Comprehensive Land Use Plan - Frazier Lake Airpark (San Benito County 2001; 2012).

As described above, the Santa Cruz County Community Development Department is the ALUC with authority in Santa Cruz County. According to the Caltrans (2014), *1994 General Plan and Local Coastal Program for the County of Santa Cruz* (Santa Cruz County, 1994) and *Watsonville 2005 General Plan* (City of Watsonville, 1994) serve as the ALUCP for the Watsonville Municipal Airport, which is the only public airport in the County of Santa Cruz. Additionally, in July 2017, the City of Watsonville published *Watsonville Municipal Airport Regulations* to augment the existing ordinances of the City of Watsonville Municipal Code that regulate land use activities within and near the Watsonville Municipal Airport.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact to hazards and hazardous materials:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handles hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials compiled by the Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The methodology used for the following evaluation is based on a review of documents and publicly available information about hazardous and potentially hazardous conditions in the AMBAG region to determine the potential for implementation of the 2045 MTP/SCS to result in an increased health or safety hazard to people or the environment. This includes city and county planning documents, and hazardous materials database information maintained by various state and federal agencies, such as DTSC and SWRCB. Due to the large area of the AMBAG region and the programmatic nature of impact analyses, known sites of current or former contamination were not evaluated in detail, and physical surveys were not conducted. Rather, this program-level analysis is based on hazards typically associated with certain transportation projects and land uses, and an overall understanding of the key safety concerns that could result from implementation of the 2045 MTP/SCS.

The evaluation of hazards and hazardous materials impacts reasonably assumes that the construction and development under the 2045 MTP/SCS would adhere to the latest federal, state, and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

b. Project Impacts and Mitigation Measures

The following section describes hazards and hazardous materials impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Table 4.9-1 summarizes the specific 2045 MTP/SCS transportation projects that could result in the impacts discussed below. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the hazards and hazardous materials impacts as described in the following sections.

Threshold 1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

Threshold 2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Impact HAZ-1 PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE PROJECTS INCLUDED IN THE 2045 MTP/SCS MAY FACILITATE THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIAL, AND MAY RESULT IN REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Land use and transportation projects associated with implementation of the 2045 MTP/SCS would temporarily increase the regional transport, use, storage and disposal of hazardous materials and petroleum products commonly used at construction sites, such as diesel fuel, lubricants, paints and solvents and asphalt and cement products containing strong basic or acidic chemicals. Hazardous waste generated during construction may consist of welding materials, fuel and lubricant containers, paint and solvent containers and discarded asphalt and cement products.

As described above, the DOT has identified several highways and a county road within the AMBAG region as hazardous material routes (DOT 2020). Additionally, trucks transporting hazardous material would also have to use local collector and arterial streets to access individual project sites in the AMBAG region. Transportation projects would also require the temporary storage and use of hazardous materials at locations along project roads. Thus, trucks transporting hazardous materials for project construction would use many of the same freeways, arterials, and local streets as other traffic. This would create a risk of accidents and associated release of hazardous materials for other drivers and for people along these routes, as well as truck drivers. Although the transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion, the DOT prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the CFR and the Hazardous Materials Transportation Act. These standard accident and hazardous materials recovery training and procedures are enforced by the state and followed by private state-licensed, certified, and bonded transportation companies and contractors.

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Construction associated with implementation of the 2045 MTP/SCS could result in impacts related to use of hazardous materials and disturbance of potentially hazardous materials, including asbestos. However, the most likely incidents involving construction-related hazardous materials are generally associated with minor spills or drips. Small fuel or oil spills are possible, but would have a negligible impact on public health. All hazardous materials would be stored, handled, and disposed of according to the manufacturers' recommendations and spills would be cleaned up in accordance with applicable regulations. Hazardous materials spills or releases, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of quantity spilled, must be immediately reported if the spill has entered or threatens to enter a water of the State, including a stream, lake, wetland, or storm drain, or has caused injury to a person or threatens injury to public health. Immediate notification must be made to the local emergency response agency, or 911, and the OES Warning Center. For non-petroleum products, additional reporting may be required if the release exceeds federal reportable quantity thresholds over a release period of 24 hours as detailed in HSC Section 25359.4 and in 40 CFR 302.4.

The construction of land use and transportation projects included in the 2045 MTP/SCS that require demolition of existing structures, particularly older structures, would have the potential to expose workers and the public to asbestos containing materials or dust containing asbestos. Construction could also occur in areas of naturally occurring asbestos, which could expose construction workers to asbestos. HSC Section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Mandatory compliance with asbestos abatement and disposal regulations and requirements, including MBARD Rule 724, would minimize the risk of exposure.

Land use projects included in the 2045 MTP/SCS would increase population, jobs, and households and a variety of land uses including residential, commercial, and industrial. Specific uses such as dry cleaners, gas stations, and certain industrial uses would involve routine transport, use, and disposal of hazardous materials such as household hazardous wastes (e.g., paints, cleaning supplies, solvents, and petroleum products) and commercial and industrial hazardous waste. The operation of businesses facilitated by land use projects included in the 2045 MTP/SCS that use, create, or dispose of hazardous materials would be regulated and monitored by federal, state, and local regulations that provide a high level of protection to the public and the environment from the hazardous materials manufactured within, transported to, and disposed within the AMBAG region. Use of hazardous materials at these businesses would also require permits and monitoring to avoid hazardous waste release through the local CUPA. During operation, businesses that store hazardous materials could potentially experience accidents or upset conditions that result from their routine use. These businesses would be required to prepare spill prevention, containment and countermeasures plans (pursuant to 40 CFR 112) or, for smaller quantities, a spill prevention and response plan. These plans identify best management practices for spill and release prevention and provide procedures and responsibilities for rapidly, effectively, and safely

cleaning up and disposing of any spills or releases. Oversight is provided by the CUPA. Pursuant to the requirements and liabilities of applicable regulations, the routine use or accidental spill of hazardous materials at business and industrial uses facilitated by the land use projects included in the 2045 MTP/SCS would not pose a substantial hazard to the public or the environment. Disposal of hazardous waste generated by these businesses would be subject to compliance with DTSC and CalEPA regulations.

Transportation projects included in the 2045 MTP/SCS include a variety of transportation modifications such as new travel lanes, auxiliary lanes, roadway widening, increased transit service and expansion, and other maintenance and rehabilitation projects. The projects may increase the capacity of roadways to transport hazardous materials. Roadway projects in the 2045 MTP/SCS would also improve road safety, as well as pedestrian and bicycle safety, thereby potentially reducing transportation-related hazardous materials risks because fewer accidents would occur on safer roads. Based on the requirements of Title 49 CFR 171–180, construction and operation of transportation projects would provide for the safe transport and disposal of hazardous waste.

The 2045 MTP/SCS encourages infill development and increased population and employment density near public transit stops, including rail. There could also be increased urbanization along transportation corridors. Thus, the number of people potentially exposed to hazardous conditions could increase as a result of land use projects included in the 2045 MTP/SCS. Although exposure to hazardous conditions could increase, the routine transport, use, and storage of potentially hazardous materials such as fuels, lubricants, solvents, and oils would be required to be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR, Title 22. As described in Section 4.9.2, *Regulatory Setting*, the DOT regulates the transport of hazardous materials by all modes, including rail and highway under the regulations of the Hazardous Materials Transportation Act. The Local Community Rail Security Act of 2006 requires all rail operators to provide security risk assessments to California Public Utilities Commission, which includes emergency response procedures and communication protocols. Mandatory implementation of additional federal, state and local requirements such as CalARP Program and the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act would minimize potential exposure to the public and the environment from accidental releases. Therefore, although population density would increase in proximity to major transportation corridors that are used to transport hazardous and flammable materials, the increased risk of hazard from routine transport or accidental upsets during transport would be minimal.

In conclusion, both planned land use projects and transportation projects could increase the routine transport, use, storage, and disposal of hazardous wastes in the AMBAG region. The planned land use projects and transportation projects could also increase the potential for unintentional upset and accident conditions. Because of the existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with routine transport, use, storage and disposal activities, and regulations that effectively reduce the potential for individual projects to create a hazard to the public or the

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environment through reasonably foreseeable upset and accident conditions, impacts would be less than significant.

Mitigation Measures

None required.

Threshold 3: Emit hazardous emissions or handles hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school

Impact HAZ-2 PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE PROJECTS INCLUDED IN THE 2045 MTP/SCS WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed in Impact HAZ-1, the land use projects included in the 2045 MTP/SCS could include uses such as dry cleaners, gas stations, and certain industrial uses that would involve routine handling of hazardous materials and waste. Thus, the 2045 MTP/SCS could increase the amounts of hazardous materials handled within 0.25 mile of schools, depending on the specific location of land uses relative to schools in the region. According to the California Department of Education (DOE) (2021), there are 150 public schools in the AMBAG region. Certain industrial uses, such as chemical plants, may also generate hazardous emissions as byproducts, typically in the form of air emissions.

Any new commercial or industrial operations in proximity to existing schools would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials. Land uses that would generate emissions or involve the handling of extremely hazardous materials, substances, or waste within 0.25 mile of an existing school must notify the affected school district pursuant to Public Resources Code Section 21151.4. As discussed in detail above, compliance with existing regulations would reduce the exposure to potential hazards associated with these land uses.

For new schools that may be developed to address the population distribution changes resulting from land use projects included in the 2045 MTP/SCS, the California Education Code, as discussed in Section 4.9.2, *Regulatory Setting*, would ensure that school sites would be free of contamination or cleaned up to a level that would protect students and staff that would occupy a new school site. Therefore, hazardous emissions and handling impacts on schools related to land use projects included in the 2045 MTP/SCS would be less than significant.

The transportation projects included in the 2045 MTP/SCS could increase the capacity to transport hazardous materials on roads within the AMBAG region, including within 0.25 mile of schools. However, all materials must be used, stored, and disposed of in accordance with applicable federal, state, and local laws, which would effectively reduce the potential impacts associated with hazardous emissions or handling of hazardous or acutely hazardous

materials, substances, or waste within 0.25 mile of an existing or potential future school. Transportation projects in the 2045 MTP/SCS may also improve road safety, thereby reducing the potential for accidents in proximity of schools related to hazardous materials. Therefore, the hazardous materials impacts related to existing and proposed schools from implementation of the transportation projects included in the 2045 MTP/SCS would be less than significant.

Mitigation Measures

None required.

Threshold 4: Be located on a site which is included on a list of hazardous materials sites compiled by the Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment

Impact HAZ-3 THE 2045 MTP/SCS INCLUDES LAND USE PROJECTS AND TRANSPORTATION PROJECTS THAT COULD OCCUR ON SITES ON THE LIST OF HAZARDOUS MATERIAL SITES COMPILED BY GOVERNMENT CODE SECTION 65962.5. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Throughout the AMBAG region there are many sites where historical releases of hazardous materials or wastes have occurred; these are listed in environmental databases pursuant to Government Code Section 65962.5. As described above, there are hundreds of documented sites of contamination in some stage of DTSC or SWRCB oversight in the region. These sites range from small releases that have had localized effects on private property and have already been remediated to large scale releases from long-term historical industrial practices that have had wider ranging effects on groundwater. Specific sites of documented contamination are not evaluated in this analysis because this is a programmatic level document. Further, because the precise timing of future land use developments is unknown, an evaluation of the potential for specific sites of known contamination within the AMBAG region to be affected by land use projects included in the 2045 MTP/SCS cannot be conducted. However, land use can be used to generally characterize the potential for release of hazardous materials (i.e., hazardous materials releases are more likely to have occurred in areas that currently or historically supported industrial uses). In addition, construction activities that disturb subsurface materials could encounter previously unidentified contamination from past practices or placement of undocumented fill or even unauthorized disposal of hazardous wastes. Encountering these hazardous materials could expose workers, the public or the environment to adverse effects depending on the volume, materials involved and concentrations.

Development on identified hazard sites within the AMBAG region would be preceded by investigation, remediation and cleanup under the supervision of the RWQCB, DTSC, or the applicable hazardous materials division (e.g., County of Monterey Health Department, Santa Cruz County Environmental Health Division, or San Benito County Health and Human Services) before construction activities could begin. The agency responsible for oversight would determine the types of remediation and cleanup required and could include excavation and off-haul of contaminated soils, installation of vapor barriers beneath

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habitable structures, continuous monitoring wells onsite with annual reporting requirements, or other mechanisms to ensure the site does not pose a health risk to workers or future occupants. In addition, in many instances implementing and/or permitting agencies require submittal of a Phase I ESA prior to approval or implementation of a project. These studies include research in a variety of government databases to determine whether the site has had prior underground tanks or other industrial uses that could result in hazardous materials on or below the ground surface. However, with the exceptions for streamlining projects in transit priority areas and siting public schools, there are no general regulatory requirements to conduct a Phase I ESA, or subsequent investigation of potential contamination. Therefore, because it cannot be assumed these practices would regularly occur, the impacts related to land use projects included in the 2045 MTP/SCS would be significant because there could be significant hazard to the public or the environment.

Development on sites listed in environmental databases pursuant to Government Code Section 65962.5 would be required to undertake remediation procedures prior to grading and development under the supervision of the applicable agency, depending upon the nature of any identified contamination. Nevertheless, the impacts of transportation projects included in the 2045 MTP/SCS would be significant because there could be significant hazard to the public or the environment related to projects located on sites listed pursuant to Government Code Section 65962.5.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

HAZ-3 Site Remediation

If an individual project included in the 2045 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health

department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review and implemented during project construction, as applicable.

Significance After Mitigation

With implementation of this mitigation, impacts would be reduced to less than significant because project sites with hazardous material contamination that are on the list compiled by the Government Code Section 65962.5 would be identified prior to commencement of project construction. Additionally, prior to commencement of construction, measures to remediate contamination, such as containment and disposal of contaminated soil pursuant to federal and state regulations would be required. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level. There are no other feasible potential mitigation measures. Therefore, impacts would remain significant and unavoidable.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area

Impact HAZ-4 TRANSPORTATION IMPROVEMENT PROJECTS AND LAND USE DEVELOPMENT INCLUDED IN THE PROPOSED 2045 MTP/SCS LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF A PUBLIC OR PUBLIC USE AIRPORT WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Land use projects and transportation projects included in the 2045 may be located near a public use airport or a private airstrip. As discussed in Section 4.9.1, *Setting*, there are six airports or airstrips in the AMBAG region, including in Monterey County near the City of Monterey, in the City of Salinas, in the City of King City, in the City of Marina, in the City of Watsonville, and in the City of Hollister. Impacts associated with development near existing airports are largely dependent upon site and project specific information that is not currently available and would be provided in the future as projects within the 2045 MTP/SCS undergo project level environmental review. However, any development and subsequent planning decisions in proximity to airports would be subject to review under the State Aeronautics Act provided under Public Utilities Code §§ 21167 et seq. Specific projects that may affect navigable airspace are also subject to FAA review, as outlined under 14 CFR Parts 77.5, 77.7 and 77.9. Additionally, land use development would be subject to existing zoning regulations,

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including height restrictions. Because there are existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development near airports to an acceptable and safe level, the impacts of the 2045 MTP/SCS would be less than significant.

Mitigation Measures

None required.

Threshold 6: Impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan

Impact HAZ-5 LAND USE DEVELOPMENT AND TRANSPORTATION PROJECTS INCLUDED IN THE 2045 MTP/SCS WOULD NOT IMPAIR IMPLEMENTATION OR PHYSICALLY INTERFERE WITH ADOPTED EMERGENCY RESPONSE OR EVACUATION PLANS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction of the land use development and transportation projects included in the 2045 MTP/SCS would require temporary road closures that could impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Some of the transportation projects may require multiple years to construct. However, standard construction practices include notification of emergency responders where road closures are required. Because road closures are temporary and would be coordinated with emergency responders so that alternative evaluation routes could be developed and employed, construction activities would have a less than significant impact.

The land use projects included in the 2045 MTP/SCS emphasize infill and transit oriented development, which would generally focus growth in existing urbanized areas of the AMBAG region. Thus, population density in urbanized areas would increase, which may improve emergency response by eliminating the need to travel to more rural and dispersed locations in the region. Alternatively, large concentrations of people could also cause adverse effects related to the implementation of emergency plans because the increased population may overburden adopted evacuation routes and other emergency response resources. However, the management of emergency response and emergency evacuation plans includes regular updates to these plans that incorporate new or proposed developments. Thus, land use projects in the 2045 MTP/SCS would be reflected in the regular and required updates of emergency and evacuation plans applicable to the AMBAG region. In addition, project level CEQA reviews routinely assure that individual projects do not adversely impact emergency response or evacuation plans.

Additionally, the proposed transportation projects would generally increase mobility and circulation capacity and, thereby, have the potential to improve response times for police, fire, and emergency service providers, especially in heavily congested areas. In addition, as described above, emergency and evacuation plans must be regularly updated to incorporate current conditions. Therefore, potential impacts related to interference with emergency response and evacuation plans would be less than significant.

Mitigation Measures

None required.

c. Specific 2045 MTP/SCS Projects That May Result in Impacts

Table 4.9-1 identifies example transportation projects with the potential to increase the capacity on roads that U.S. DOT has identified as hazardous material routes. Increasing the capacity of these roads would increase the amount of hazardous material and waste transported on the roads. These projects are representative and were selected based on their potential scope and likelihood of increasing the capacity of hazardous material routes. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects. In addition to the projects listed in the table, construction of any number of the transportation projects would require the use of petroleum products and other hazardous materials.

Table 4.9-1 2045 MTP/SCS Projects that May Result in Hazardous Materials Impacts

AMBAG Project No.	Project	Location	Impact
MON-CT022-CT	SR 156 - Expressway Conversion	Monterey County	HAZ-1
MON-CT030-SL	U.S. 101 - Salinas Corridor	Monterey County	HAZ-1
MON-MAR136-MA	SR 1 – Imjin Bridge (Northbound)	Monterey County	HAZ-1
MON-MAR137-MA	SR 1 – Imjin Bridge (Southbound)	Monterey County	HAZ-1
MON-SOL014-SO	SR 146 Bypass	Monterey County	HAZ-1
MON-GRN008-GR	U.S. 101 - Walnut Avenue Interchange	Monterey County	HAZ-1
SB-CT-A01	SR 156 Improvement Project - San Juan Bautista to Union Road	San Benito County	HAZ-1
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	San Benito County	HAZ-1
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	San Benito County	HAZ-1
SB-CT-A45	Route 25 Expressway Conversion Project, Phase 2	San Benito County	HAZ-1
SB-CT-A55	U.S. 101 - Las Aromitas: Monterey/San Benito County Line to State Route 156	San Benito County	HAZ-1
SC-RTC-24e-RTC	3 - Hwy 1: State Park Drive-Bay/Porter Auxiliary Lanes, Bus on Shoulders, & Mar Vista Bike/Ped Bridge	Santa Cruz County	HAZ-1
SC-RTC 24f-RTC	2 - Hwy 1: Auxiliary Lanes from 41st Avenue to Soquel Avenue and Chanticleer Bike/Ped Bridge	Santa Cruz County	HAZ-1
SC-RTC-24g-RTC	4 - Hwy 1: Auxiliary Lanes and Bus on Shoulders from Freedom Boulevard to State Park Drive	Santa Cruz County	HAZ-1

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AMBAG Project No.	Project	Location	Impact
SC-RTC 24r-RTC	94 - Hwy 1: Northbound Auxiliary Lane from San Andreas Road/Larkin Valley Road to Freedom Boulevard	Santa Cruz County	HAZ-1
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	Santa Cruz County	HAZ-1
SC-SC-P81-SCR	Hwy 1/Mission Street at Chestnut/King/Union Intersection Modification	Santa Cruz County	HAZ-1

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4.10 Hydrology and Water Quality

This section describes water quality, groundwater recharge, water supply, drainage, runoff, flooding and inundation impacts of development facilitated by the 2045 MTP/SCS.

4.10.1 Setting

The AMBAG region contains two primary watersheds: the Salinas River Valley, which is the ~~third~~ninth-longest river in California and traverses the length of Monterey County and the Pajaro River Valley, ~~the primary tributary of~~ which begins in San Benito County and runs through southeastern Santa Cruz County (Regional Water Management Group [RWMG] 2018). In addition, several smaller watersheds are located between the western face of the Coast Range mountains and the Pacific Ocean in both Monterey and Santa Cruz counties and in the southwest and northeast portions of San Benito County.

The Salinas River originates at the Santa Margarita Reservoir in San Luis Obispo County, just to the south of AMBAG's planning area, and extends approximately 155 miles northward to the Monterey Bay (RWMG 2018). The headwaters of the Salinas River are generally undeveloped, while the remainder of the valley is predominantly agricultural with several urban areas, the largest being the City of Salinas.

The California Integrated Regional Water Management (IRWM) Planning is a process that promotes prioritizing water related efforts in a region identifying and implementing water management solutions throughout that region. Based on information provided in the IRWMs plans in the Monterey Bay area, the following discussion of hydrology and water resources is divided into the following four geographic areas: (1) greater Monterey County, (2) the Monterey Peninsula area, (3) the Pajaro River Watershed and (4) northern Santa Cruz County. Greater Monterey County generally includes the entire Salinas River Watershed north of the San Luis Obispo County line, all of the Gabilan and Bolsa Nueva Watersheds in the northern part of the County, and all of the coastal watersheds of the Big Sur coastal region within Monterey County (Monterey County 2013; Pajaro Valley Water Management Agency [PVWMA] et al. 2019). The Monterey Peninsula area lies between the Salinas River and the Big Sur coast, from Point Lobos on the south to Sand City on the north. The Pajaro River Watershed is bound by the Santa Cruz Mountains to the north and Gabilan Range to the south, while its water drains into Monterey Bay (PVWMA et al. 2014). The northern Santa Cruz County region encompasses all of Santa Cruz County except for the Pajaro River Watershed (County of Santa Cruz 2019).

a. Water Quality

Water quality is a concern because of its potential effect on human health, aquatic organisms, and ecosystem conditions. Quality is determined by factors such as native condition of groundwater and surface water, sources of contamination (natural and human induced) and extent of seawater intrusion.

Surface Water

In the AMBAG region, polluted stormwater and urban runoff discharges have degraded the water quality of creeks, rivers, sloughs, reservoirs, and the Pacific Ocean. Runoff pollutants can include pesticides, fertilizers, green waste, animal waste, human waste, petroleum hydrocarbons such as gasoline and motor oil, trash, and other constituents. Due to the prevalence of agriculture in the Salinas River Valley and the lower Pajaro Valley, pesticide-laden runoff is one of the primary sources of surface water contamination, as shown below in Table 4.10-1. In addition, stormwater flowing over roadways and other transportation facilities carries urban pollutants through natural drainage systems or man-made storm drain facilities to a body of surface water. Such discharges from farmland and transportation facilities are referred to as “non-point” sources because the pollutants are generated from multiple locations rather than a single source and location. Many of these discharges result in untreated pollutants entering waterways. Pollutants contained within urban runoff primarily include suspended solids, oil, grease, pesticides, pathogens, and air pollutants.

The State Water Resources Control Board (SWRCB), in compliance with the Clean Water Act (CWA), Section 303(d), has prepared a list of impaired water bodies in the State of California. Table 4.10-1 shows some of the major water bodies in greater Monterey Bay area that are listed as impaired by SWRCB. The list in Table 4.10-1 is not inclusive of all water bodies in the AMBAG region that are on the 2018 Section 303(d) list of impaired water bodies.

The impairments listed in Table 4.10-1 indicate that the Pajaro River and lower Salinas River experience the broadest array of water quality issues, primarily due to pesticides and other substances in agricultural runoff. Polluted runoff has also impaired the ocean as well as inland waterways. The Northern Santa Cruz County IRWMP states that urban runoff has degraded water quality at moderate levels in coastal lagoons and at ocean beaches. Sewer leaks and overflows contribute to this problem (County of Santa Cruz 2019). All urban lagoons in the planning region are posted as unsafe for swimming year-round due to high bacteria levels. Furthermore, local beaches are frequently posted as unsafe for human contact in response to elevated bacteria. Santa Cruz County has had 50-100 beach-days of posting every year since AB 411 reporting began in 1999 (County of Santa Cruz 2019).

To address surface water quality impairments, the Central Coast Regional Water Quality Control Board (RWQCB) has prescribed total maximum daily loads (TMDLs) in the AMBAG region for nitrates, sediment, pathogens and mercury (PVWMA et al. 2019). The nitrate and sediment TMDLs, completed in 2012, identified irrigated agriculture as a substantial anthropogenic source of both nitrate and sediment loading.

Table 4.10-1 Major Water Bodies Listed as Impaired

Water Body	Impairment Constituent
Monterey County	
Alisal Creek	Ammonia, Chlorophyll-a, Fecal Coliform, Nitrate, Sodium, Toxicity, Turbidity
Elkhorn Slough	Low Dissolved Oxygen, Nitrate, Pesticides, Sediment/Sedimentation, Total Coliform, pH
Espinosa Slough	Priority Organics, Ammonia, Turbidity, Diazinon, Pesticides, pH, Malathion, Toxicity, Nitrate
Monterey Harbor	Metals, PCBs, Toxicity, Low Dissolved Oxygen, Toxic Organics/PCBs
Moro Cojo Slough	Ammonia (Unionized), <i>E. coli</i> , Low Dissolved Oxygen, Nitrate, Pesticides, Sediment/Sedimentation, Total Coliform, Toxicity, Turbidity, pH
Moss Landing Harbor	Arsenic, Chlorpyrifos, Diazinon, Low Dissolved Oxygen, Nickel, Pathogens, Pesticides, Sedimentation/Siltation, Toxicity, pH
Salinas River (middle, near Gonzales Road crossing to confluence with Nacimiento River)	<i>E. coli</i> , Fecal Coliform, Pesticides, Temperature, Turbidity, Unknown Toxicity, pH
Salinas River (lower, estuary to near Gonzales Road crossing)	Benthic Community Effects, Chloride, DDT (Dichlorodiphenyltrichloroethane), <i>E. coli</i> , Fecal Coliform, Nitrate, PCBs (Polychlorinated biphenyls), Pesticides, Specific Conductivity, Sodium, Total Dissolved Solids, Turbidity, Toxicity, pH
Salinas River Lagoon (North)	Nutrients, pH, Pesticides, Temperature, Toxicity
Salinas River Lagoon (South)	Turbidity, pH
San Antonio River (below San Antonio Reservoir)	<i>E. coli</i> , Fecal Coliform
San Benito County	
San Benito River	Boron, Specific Conductivity, <i>E. coli</i> , Fecal Coliform, Toxicity, Sedimentation/Siltation, pH
Santa Cruz County	
Harkins Slough	Chlorophyll-a, Low Dissolved Oxygen, Pathogens
Pacific Ocean (Point Año Nuevo to Soquel Point)	Dieldrin/Pesticides
Pajaro River	Boron, Chlordane, Chloride, Chlorpyrifos, Chromium, DDD (Dichlorodiphenyldichloroethane), Diazinon, Dieldrin, <i>E. coli</i> , Fecal Coliform, Low Dissolved Oxygen, Nitrate, Nutrients, PCBs (Polychlorinated biphenyls), Sediment/Siltation, Sodium, Toxicity, Turbidity, pH
San Lorenzo River	Chlordane, Chloride, Chlorpyrifos, Enterococcus, <i>E. coli</i> , Fecal Coliform, Nitrate, PCBs, Pathogens, Sedimentation/Siltation, Sodium, Water Temperature
San Lorenzo Lagoon	Pathogens
Watsonville Creek	<i>E. coli</i> , Fecal Coliform, Nitrate, Low Dissolved Oxygen, pH
Watsonville Slough	<i>E. coli</i> , Fecal Coliform, Nitrate, Low Dissolved Oxygen, Pathogens, Pesticides, Toxicity, Turbidity
Source: State Water Resources Control Board, Final 2018 Integrated Report, 303(D) Listed Waters. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report.html	

b. Flooding and Dam Inundation

Flooding can occur during periods of excessive rainfall or as a result of wave run-up along the coast (Monterey County 2015). Flooding in steep, mountainous areas is usually confined to the stream channel and adjacent floodplain. Larger rivers typically have longer, more predictable flooding sequences and broad floodplains.

Inundation may be caused by dam failure or overtopping resulting from heavy precipitation. Dams may also fail as a result of structural damage caused by seismic events, erosion, structural design flaws, rapidly rising floodwater or landslides flowing into a reservoir. Populated areas below dams may be exposed to flood hazards resulting from dam failure. Dam failure could also pose a risk to roads, highways, public facilities, agricultural crops, or other land uses within the inundation zone (Monterey County 2015).

Monterey County

In Monterey County, substantial wave run-up can take place during storms in the Pacific Ocean between November and February, in conjunction with high tides and strong winds. Portions of Monterey County most susceptible to flooding are the Salinas Valley, the City of Seaside, the City of Monterey and the Elkhorn Slough area (Figure 4.10-1) (Monterey County 2015). Three major dams and reservoirs, as well as several small dams, are in or near Monterey County (Monterey County 2014). According to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan, the three largest dams (Nacimiento, San Antonio, and Los Padres dams) have never failed or been subject to substantial damage. San Clemente Dam was removed in 2015.

Dam inundation maps show that the greatest risk from dam failure is in Carmel Valley, where failure of the Los Padres Dam would cause inundation of urbanized areas (Monterey County 2015). Dam failure in Salinas Valley would also cause substantial inundation, whether caused by the failure of San Antonio or Nacimiento Reservoir. Studies reveal that either failure would overflow the 100-year floodplain in Salinas Valley. However, the risk would predominately be to agricultural land.

San Benito County

The San Juan and Hollister Valleys in northern San Benito County are most susceptible to 100-year floods. In addition, flooding may occur from landslide blockage of canyons and, as discussed below, from dam failure (Figure 4.10-2).

San Benito County may be subject to dam inundation from three surface reservoirs within the County - Hernandez, Paicines, and San Justo - and from the Leroy Anderson Dam in neighboring Santa Clara County to the north (San Benito County 2015). The San Justo and Leroy Anderson Dams are located near urban areas. In the event of complete dam failure, water could inundate the San Juan Valley; however, the probability of such an occurrence is low (San Benito County 2015).

Santa Cruz County

The Pajaro and San Lorenzo River Valleys are subject to flooding (Santa Cruz County 2015). The Pajaro River and adjacent floodplain runs through agricultural lands within the Pajaro Valley and, downstream, through downtown Watsonville. The San Lorenzo River runs through the populated San Lorenzo Valley and into downtown Santa Cruz (Figure 4.10-3). A levee was constructed along the San Lorenzo River in Santa Cruz in 2002 which has substantially reduced the flood risk for downtown residents, merchants, and landowners (Santa Cruz County 2015).

Given their location, a major dam failure at either the Bay Street Reservoir or Newell Creek Dam could result in extensive property damage or loss of life in the San Lorenzo Valley and the City of Santa Cruz (Santa Cruz County 2015). A dam failure at either the Mill Creek, Oak Site, or Sempervirens Dams could affect people and property in northern Santa Cruz County, to the east of the community of Boulder Creek. Given the monitoring protocol at the Newell Creek and Bay Street reservoirs, the probability of dam failure is very low (Santa Cruz County 2015).

c. Tsunami and Seiche

Tsunamis are high sea waves that are caused by earthquake, submarine landslide, or other disturbances. A seiche is a temporary disturbance or oscillation in water level of a lake or partially enclosed body of water, usually caused by changes in atmospheric pressure.

Monterey County

With approximately 100 miles of Pacific Ocean coastline, Monterey County is subject to the hazard of tsunamis. In the last 200 years, eight observed tsunamis have affected Monterey County (Monterey County 2015). Most of these tsunamis were produced by earthquakes and resulted in wave run-ups of one meter or less. Coastal low lying areas and riverine valleys in northern Monterey County are highly susceptible to tsunamis. For example, areas as far inland as Castroville are susceptible to a moderate tsunami run-up (less than 21 feet), and areas as far inland as downtown Salinas and Castroville are susceptible to extreme tsunami run-ups (21 feet to 50 feet). The Monterey County Multi-Jurisdictional Hazard Mitigation Plan does not identify hazards from seiches (Monterey County 2015).

San Benito County

San Benito County is an inland county separated from the Pacific Ocean by the Coast Range and does not contain any large bodies of water. Therefore, according to the San Benito County General Plan EIR (2015), the County is not vulnerable to tsunamis or seiches.

Santa Cruz County

Some damage associated with tsunamis has occurred along the Santa Cruz County coastline, specifically from the magnitude 9.0 earthquake in Japan in 2011 (Santa Cruz County 2015). Like Monterey County, the Santa Cruz County coastline could be impacted during a tsunami event. Areas most susceptible as referenced in the Santa Cruz County Local Hazard Mitigation

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Figure 4.10-1 Monterey County Flood Map

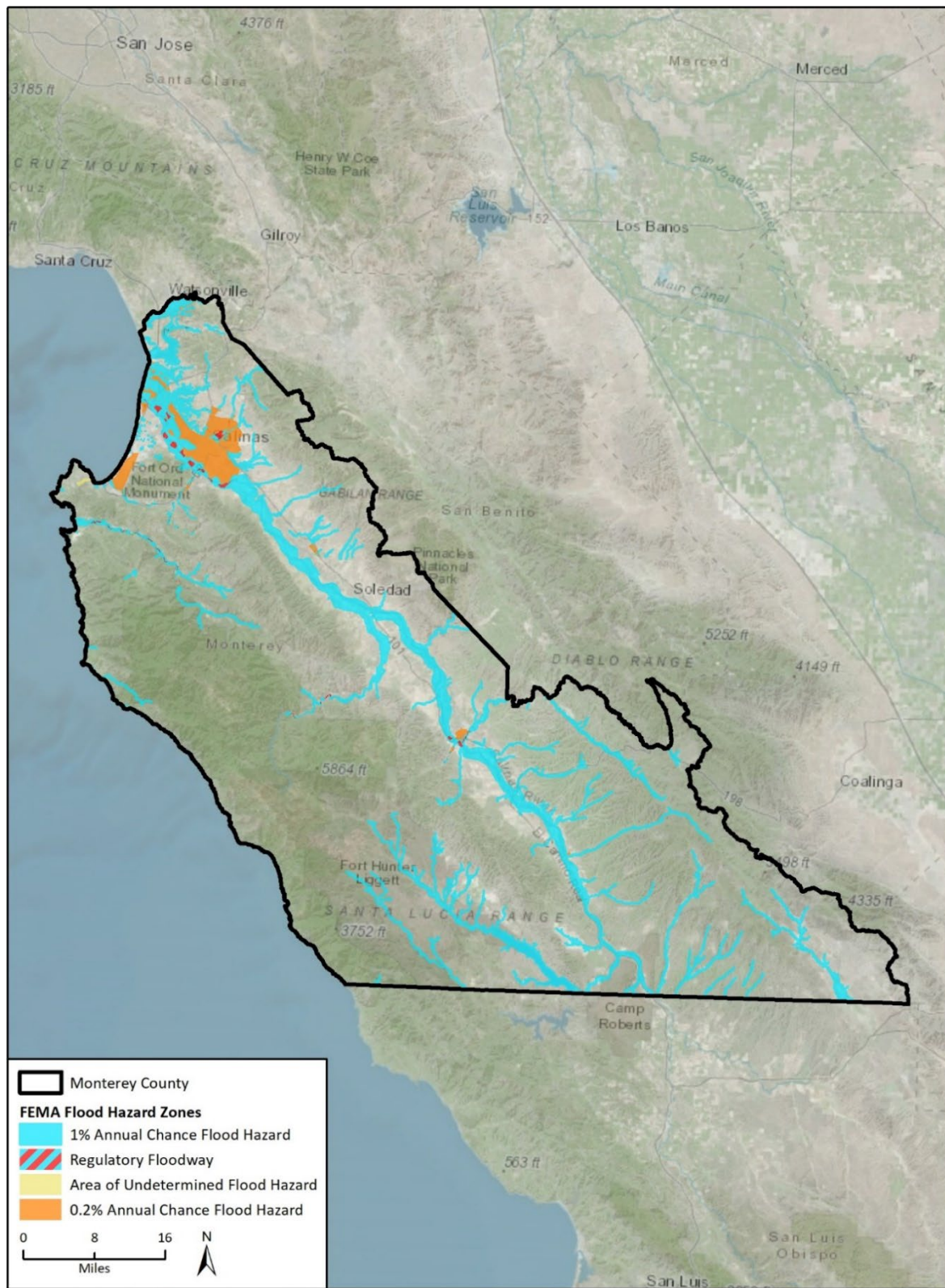
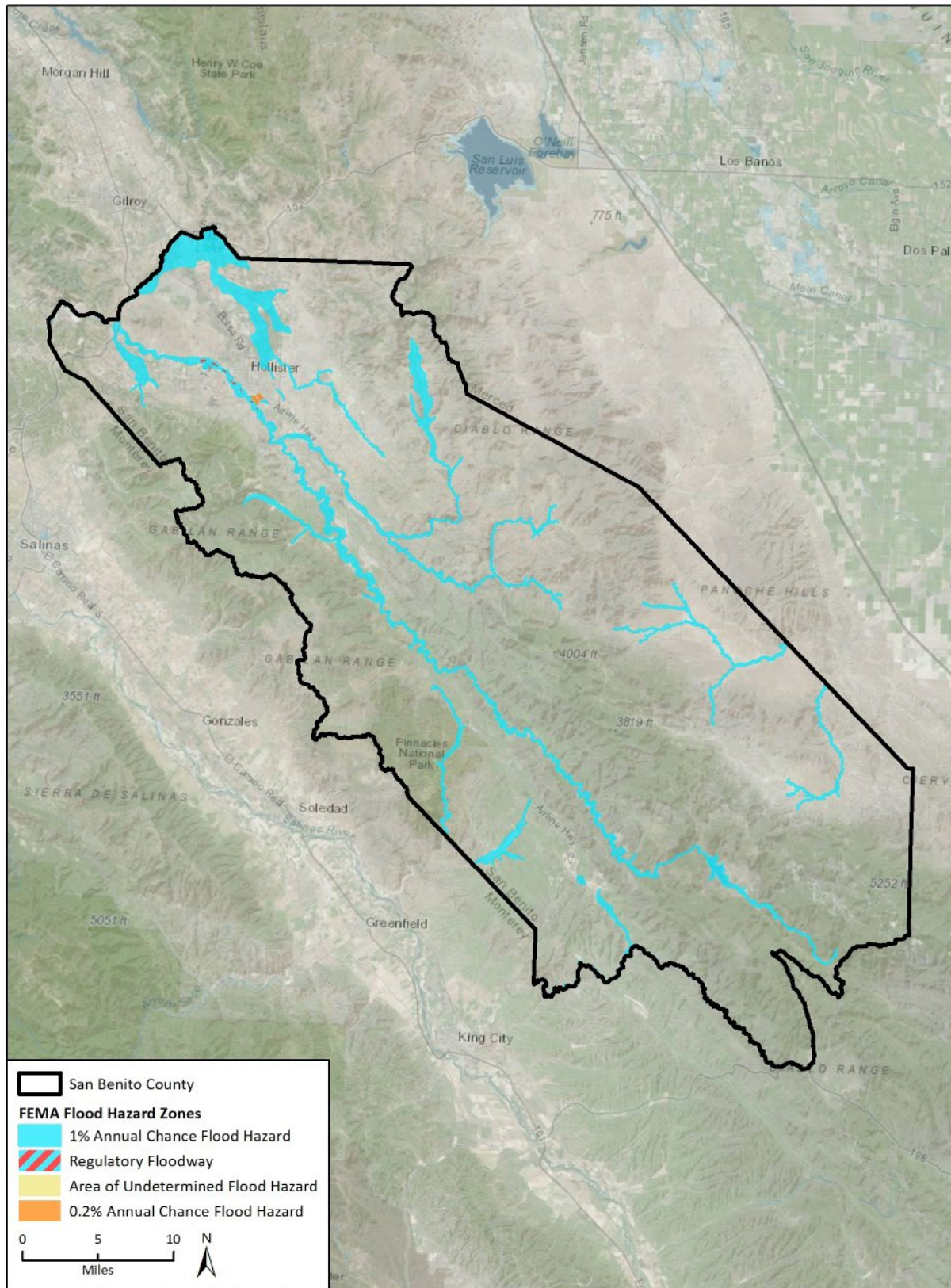
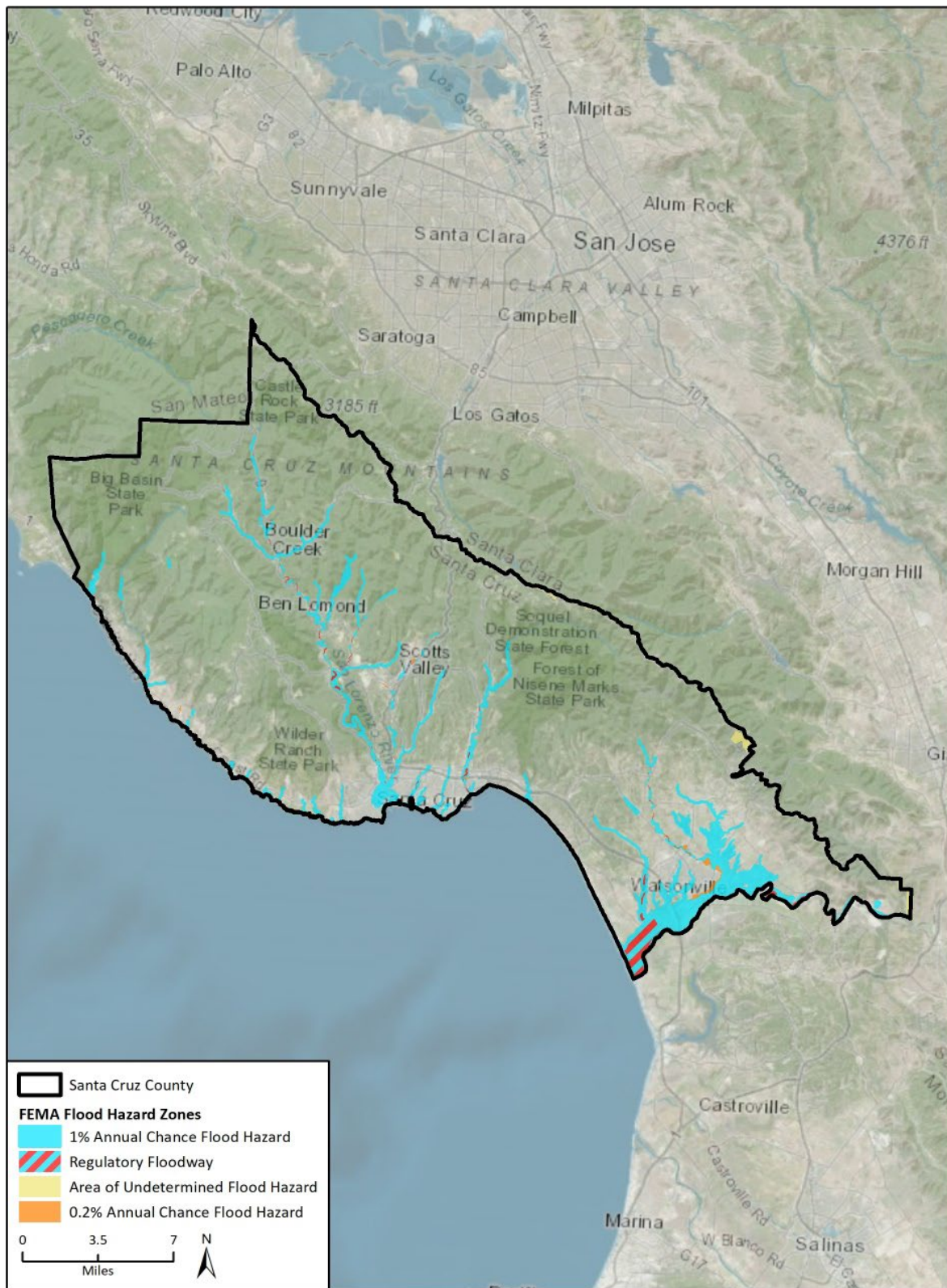


Figure 4.10-2 San Benito County Flood Map



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Figure 4.10-3 Santa Cruz County Flood Map



Plan are in proximity to the Pajaro River mouth and low lying coastal areas between the cities of Santa Cruz and Capitola. Seiches are not identified as a geologic hazard in Santa Cruz County (Santa Cruz County 2015).

4.10.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Clean Water Act

Congress enacted the Clean Water Act (CWA), 33 U.S.C. § 1251 et seq., formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain and restore water quality through the regulation of point source and non-point source discharges to surface water. Point source discharges are regulated by the NPDES permit process (CWA Section 402). NPDES permitting authority is administered by the SWRCB and nine RWQCBs. The AMBAG region is within a region administered by the Central Coast RWQCB. Section 401 of the CWA requires that any activity that would result in a discharge into waters of the U.S. be certified by the RWQCB. This certification ensures that the proposed activity does not violate State water quality standards. Section 404 of the CWA authorizes the U.S. Army Corps of Engineers to regulate the discharge of dredged or fill material to the waters of the U.S. and adjacent wetlands. Discharges to waters of the U.S. must be avoided where possible, and minimized and mitigated where avoidance is not possible. Section 303(d) of the CWA requires states to establish TMDL programs for streams, lakes and coastal waters that do not meet certain water quality standards.

Section 10 of the Rivers and Harbors Act

Section 10 of the Rivers and Harbors Act, administered by the U.S. Army Corps of Engineers, requires permits for all structures (such as riprap) and activities (such as dredging) in navigable waters of the United States.

Coastal Zone Act Reauthorization Amendments

The Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) require coastal states to have a Coastal Nonpoint Pollution Control Program. CZARA provides state coastal management agencies regulatory control (federal consistency review authority) over all federal activities and federally licensed, permitted, or assisted activities. Additionally, CZARA requires implementation of 56 management measures to achieve and maintain water quality standards, enforceable policies and mechanisms, and monitoring and tracking of management measure implementation.

National Flood Insurance Act/Flood Disaster Protection Act

The National Flood Insurance Act of 1968 (42 U.S.C. § 4001 et seq.) made national flood insurance available for the first time. The Flood Disaster Protection Act of 1973 (42 U.S.C. §

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4001 et seq.) made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones.

b. State Laws, Regulations, and Policies

Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 Water Code § 13000 et seq. requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements (WDRs) and through the development of TMDLs (Central Coast RWQCB 2019). Anyone proposing to discharge waste that could affect the quality of the waters of the State must obtain a waste discharge requirements (WDR) authorization from the RWQCB or SWRCB as appropriate, in compliance with Porter-Cologne.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act, mentioned above under “Groundwater”, was enacted in September of 2014, and establishes a structure for the local management of California’s groundwater resources, towards the ultimate goal of facilitating sustainable groundwater management, or the management and use of groundwater in a manner that can be maintained over a 50-year planning and implementation horizon without causing undesirable (i.e., unsustainable) results. Groundwater overdraft is a common hindrance to sustainable groundwater management, and is known to affect groundwater basins throughout the AMBAG region. SGMA establishes the key elements, presented below, which facilitate sustainable groundwater management including with consideration to historical overdraft conditions.

- Requires the establishment of a Groundwater Sustainability Agency (GSA) for each groundwater basin in the state, subject to DWR approval, with the GSA for each respective groundwater basin or subbasin consisting of one or more local agencies with management authority over the basin(s).
- If the DWR does not approve of a proposed GSA, or if no agency steps forward or is formed to fulfill the role of GSA, this role defaults to the DWR which then assumes the GSA responsibilities, including development of a GSP for the affected basin(s).
- Requires all groundwater basins designated by the DWR as Medium- or High Priority to prepare and implement a Groundwater Sustainability Plan (GSP) to achieve and maintain sustainable groundwater conditions for the applicable basin according to a SGMA-established timeline, which depends upon the priority ranking of the basin. In Santa Cruz,

San Benito, and Monterey counties, groundwater basins are all designated as Medium- or High Priority.

- Provides for the proposed revisions, by local agencies, to the boundaries of a DWR Bulletin 118 basin, including the establishment of new subbasins.
- Provides authority for DWR to adopt regulations to evaluate GSPs and review the GSPs for compliance every 5 years.
- Requires DWR to establish BMPs and technical measures for GSAs to develop and implement GSPs.

Within the AMBAG region, the Salinas Valley Basin GSA is responsible for development and implementation of a comprehensive GSP for the Salinas Valley Groundwater Basin, inclusive of its multiple subbasins. Those subbasins which have been designated by the California Department of Water Resources (DWR) as being Medium Priority or High Priority are identified in Table 4.10-2, which also shows the status of the GSP (or Alternative GSP) development for each subbasin.

Table 4.10-2 Medium and High Priority Basins and GSP Status

Groundwater Basin Name (Basin Number)	County	SGMA Basin Prioritization	GSP Status
Santa Margarita (3-027)	Santa Cruz	Medium	Under development
Santa Cruz Mid-County (3-001)	Santa Cruz	High	GSP Approved (June 3, 2021)
Corralitos-Pajaro Valley (3-002.01)	Santa Cruz	High	Alternative GSP Approved (August 2019)
Gilroy-Hollister Valley-North San Benito (3-003.05)	San Benito	Medium	Under development
Salinas Valley-180/400 Foot Aquifer (3-004.01)	Monterey	High	GSP Approved (January 3, 2020)
Salinas Valley-Langley Area (3-004.09)	Monterey	High	Under development
Salinas Valley-East Side Aquifer (3-004.02)	Monterey	High	Under development
Salinas Valley-Monterey (3-004.10)	Monterey	Medium	Under development
Carmel Valley (3-007)	Monterey	Medium	Under development
Salinas Valley-Forebay Aquifer (3-004.04)	Monterey	Medium	Under development
Salinas Valley-Upper Valley Aquifer (3-004.05)	Monterey	Medium	Under development

Source: SGMA basin prioritization data is from Department of Water Resources 2021a. GSP status is from Department of Water Resources 2021b.

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Antidegradation Policy

California's antidegradation policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California, restricts degradation of surface and ground waters. It protects waters where existing water quality is higher than necessary for the protection of beneficial uses. Any actions with the potential to adversely affect water quality must be consistent with the maximum benefit to the people of the State; not unreasonably affect present and anticipated beneficial use of the water; and not result in water quality less than prescribed in water quality plans and policies.

Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act (Water Code § 8400 et seq.) gives support to the National Flood Insurance Program by encouraging local governments to plan, adopt and enforce land use regulations for floodplain management, to protect people and property from flooding hazards. The Act also identifies requirements that jurisdictions must meet to receive State financial assistance for flood control.

Caltrans Statewide NPDES Permit

The California Department of Transportation (Caltrans) was issued the nation's first statewide stormwater NPDES permit (Order 99-06-DWQ) in 1999 by the SWRCB. The Caltrans Permit requires Caltrans to regulate nonpoint source discharge from its properties, facilities and activities. The Caltrans Permit requires development of a program for communication with local agencies and coordination with other MS4 programs where those programs overlap geographically with Caltrans facilities. As part of the permit, Caltrans is required to create and annually update a Stormwater Management Plan (SWMP) that is used to outline the regulation of pollutant discharge caused by current and future construction and maintenance activities. SWMP requirements apply to discharges from Caltrans stormwater conveyances, including catch basins and drain inlets, curbs, gutters, ditches, channels, and storm drains. The SWMP must be approved by the SWRCB and, as specified in the permit, it is an enforceable document. Compliance with the permit is measured by implementation of the SWMP. Caltrans' policies, manuals and other guidance related to stormwater are intended to facilitate implementation of the SWMP.

California Green Building Standards Code

The California Green Building Standards Code (CalGreen, Cal. Code Regs. Title 24, Part 11) includes mandatory measures for residential and nonresidential development. For example, Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development to manage storm water drainage during construction through on-site retention basins, filtration systems and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of storm water runoff because of construction through compliance with a local ordinance or

implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes. Section 5.303 sets measures for indoor water use for non-residential development requiring metering devices to conserve water.

Construction General Permit

Consistent with section 402 of the CWA, individual projects that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMP) the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

Industrial General Permit

The Industrial General Permit (Order 2014-0057-DWQ) regulates industrial stormwater discharges and authorized non-stormwater discharges from industrial facilities in California. The Industrial General Permit is called a general permit because many industrial facilities are covered by the same permit, but comply with its requirements at their individual industrial facilities. The SWRCB and RWQCBs implement and enforce the Industrial General Permit, which may impact any industrial development under the 2045 MTP/SCS land use scenario.

California Coastal Act

The California Coastal Act (Public Resources Code § 30000 et seq.) is the primary law that governs decisions of the Coastal Commission. Chapter 3 of the California Coastal Act contains Coastal Resources Planning and Management Policies. Policies include protection of certain water oriented recreational activities (Section 30220); minimizing the adverse effects of wastewater discharge, controlling runoff and preventing depletion of ground water supplies (Section 30231); and water supply and flood control through channelization, dams, or other substantial alternations (Section 30236).

c. Local Laws, Regulations, and Policies

Stormwater Discharges from Municipal Sources (MS4)

Polluted stormwater runoff is commonly transported through municipal separate storm sewer systems (MS4s), and then often discharged, untreated, into local water bodies.

An MS4 is a conveyance or system of conveyances that is:

- Owned by a state, city, town, village, or other public entity that discharges to waters of the U.S.,
- Designed or used to collect or convey stormwater (e.g., storm drains, pipes, ditches),

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- Not a combined sewer, and
- Not part of a sewage treatment plant, or publicly owned treatment works (POTW).

To prevent harmful pollutants from being washed or dumped into MS4s, certain operators are required to obtain NPDES permits and develop stormwater management programs (SWMPs). The SWMP describes the stormwater control practices that will be implemented consistent with permit requirements to minimize the discharge of pollutants from the sewer system. There are many MS4 permittees in the AMBAG region. Some examples of MS4 permittees in the region including the City of Santa Cruz, City of Capitola, City of Hollister, City of Monterey, and County of Monterey.

Local Stormwater Permit

Storm water is often considered a nuisance because it mobilizes pollutants such as motor oil and trash. In most cases, storm water flows directly to water bodies through sewer systems, contributing a major source of pollution to rivers, lakes, and the ocean. Storm water discharges in California are regulated through National Pollutant Discharge Elimination System (NPDES) permits. Cities and counties within the AMBAG region are in charge of regulating and permitting stormwater permits within their respective jurisdictions.

Monterey County

The Monterey County Code Chapter 16.14, Urban Stormwater Quality Management and Discharge, was adopted to enhance watercourses within the unincorporated Urbanized Areas by controlling the entry of urban pollutants into stormwater runoff that may enter the County storm drain system. Other goals of this chapter, under Ordinance No. 5154, § 2, 3-16-2010, include, but are not limited to: benefit the people and the environment of the County by protecting water quality in the waters within its jurisdiction, reduce the presence of pollutants in stormwater to the maximum extent practicable, and effectively prohibit non-stormwater discharges into the County storm drain system. In addition, Monterey County has adopted an Agricultural Water Conservation Plan (Ordinance 3851) requiring growers in agricultural zoned property to file plans with the Monterey County Water Resources Agency showing water conservation measures implemented during the previous year. Similarly, an ordinance requiring the filing of Urban Water Conservation Plans (Ordinance 3886) was adopted in 1996. Monterey County Code Section 16.16.050 contains provisions for flood hazard reduction. Provisions include anchoring, construction materials and methods, elevation and floodproofing and flood openings.

The Monterey County General Plan (Monterey County 2010) Conservation and Open Space Element contains goals and policies related to hydrology and water quality. Specifically, Goal OS-3 is to “prevent soil erosion to conserve soils and enhance water quality.” Related policies under Goal OS-3 are to implement BMPs (Policy OS-3.1), establish criteria to evaluate and address drainage, water quality and stream stability problems from increased stormwater runoff (Policy OS-3.3), and regulation of activity on slopes to reduce water quality impacts (Policy OS-3.5).

Monterey County, along with the Monterey Peninsula cities of Carmel-by-the-Sea, Del Rey Oaks, Monterey, Pacific Grove, Sand City and Seaside, is a participating member of the Monterey Regional Storm Water Management Program (MRSWMP). Participating members collaborate on projects and other Permit-related activities to satisfy certain individual MS4 General Permit requirements.

Cities in Monterey County

The City of Monterey's General Plan (City of Monterey 2019), adopted in January 2005 and last amended in June 2019, contains goals, policies, and programs related to hydrology and water quality in the Housing Element. Goal b. utilizes the City's Model Urban Runoff Program to protect water quality from runoff and pollutants.

In July 2013 the City of Salinas adopted an ordinance to strengthen stormwater, water quality, and irrigation and landscaping standards. These ordinances are utilized to support Policy H-2.7 of the City's General Plan, which pertains to water conservation.

San Benito County

The San Benito County Code of Ordinances Chapter 19.17, Grading, Drainage and Erosion Control, sets forth rules and regulations to control excavation, grading, drainage and erosion, establishes the administrative procedure for issuance of permits, and provides for approval of plans and inspection of grading construction, drainage measures and erosion control methods. Pursuant to Section 19.17.011(c), in granting a grading permit, the County may attach such conditions as necessary to prevent creation of a public nuisance or hazard to public or private property. The conditions may include, but are not limited to:

- The use of check dams, cribbing, rip rap or other devices to prevent erosion;
Application of mulching, fertilizing, watering or other methods to establish new
- vegetation, and stockpiling and reapplication of topsoil;
- Restricting the locations of where earth or organic material may be deposited;
- Requiring the preparation of erosion control plans indicating proposed methods for the control of runoff, erosion and sediment control;
- Requiring the preparation of revegetation plans detailing the revegetation of all exposed surfaces during development; and
- Requiring the preparation of drainage plans that include on-site retention of water to pre-development levels

Increases in peak stormwater flows are addressed in the San Benito County Code of Ordinances, Title 23 (Subdivision Ordinance), Chapter 23.31 (Improvement Designs), Article III (Storm Drainage Design Standards). These standards focus on the 100-year design storm standard for the sizing of detention basins used to provide peak flow attenuation. Chapter 15.05 of the San Benito County Code governs the utilization of water resources in the County. It provides for a permitting system for the extraction of groundwater as well as measures intended to protect these resources. Section 19.15 of the San Benito County Code of Ordinances contains provisions for flood hazard reduction for construction, utilities,

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subdivisions, recreational vehicles and manufactured homes. Specific construction standards include anchoring, elevation and floodproofing and construction materials and methods.

The San Benito County 2035 General Plan (San Benito County, 2015) Public Facilities and Services Element Goal PFS-6 is “to manage stormwater from existing and future development using methods that reduce potential flooding, maintain natural water quality, enhance percolation for groundwater recharge, and provide opportunities for reuse.” This goal is supported by policies PFS-6.1 for adequate stormwater facilities, PFS-6.2 use of best management practices, PFS-6.3 natural drainage design, PFS-6.7 runoff water quality, and PFS-6.8 Reduce Erosion and Sedimentation. The Natural and Cultural Resources Element contains Policy NCR-4 related to water resources, which is “to protect water quantity and quality in natural water bodies and groundwater basins and avoid overdraft of groundwater resources.” The goal is supported by Policy NCR-4.2 water quality tests, Policy NCR-4.5 groundwater recharge, and Policy NCR-4.7 best management practices.

San Benito County is a member of the Pajaro River Watershed Flood Prevention Authority, established in 2000, with the mission to identify, fund and implement flood prevention and control strategies in the Pajaro River Watershed.

Cities in San Benito County

The City of Hollister updated their UWMP, the 2015 Hollister Urban Area Water Management Plan, in July 2016 (City of Hollister 2016). The Hollister UWMP is a collaborative effort between the San Benito County Water District, Sunnyslope County Water District, and the City of Hollister and builds on and updates the 2010 UWMP. The Hollister UWMP covers 20 square miles of the City of Hollister and some unincorporated county lands surrounding the city.

The City of San Juan Bautista’s 2035 General Plan’s Land Use and Conservation Elements contains goals, objectives, and policies related to hydrology and water quality and supply. Objective LU 2.7 prohibits land uses for gas and oil exploration to protect groundwater supplies and water quality. Goal CO 2 aims for clean water for residents and visitors by improving groundwater quality by maintaining high potable water quality standards (Policy CO 2.1.1).

Santa Cruz County

The Santa Cruz County Code of Ordinances Chapter 7.79 sets forth rules and regulations to control runoff and pollution by protecting the surface and groundwater quality, groundwater recharge, beneficial uses, and watershed health of receiving waters of the County from discharge of pollutants. Sections 7.79.040 through 7.79.060 prohibit discharges, illicit connections and waste disposal into receiving waters. Section 7.79.100 requires BMPs for construction activities to be planned prior to issuance of a County grading permit. Chapter 16.22 of the Santa Cruz County Code of Ordinances establishes rules and regulations to eliminate and prevent the conditions of accelerated erosion. Per Section 16.22.060, prior to issuance of a building permit or development permit, an erosion control plan indicating

proposed methods for the control of runoff, erosion, a sediment movement must be submitted to and approved by the County. Santa Cruz County Code of Ordinances Section 12.10.220 adopts the California Residential Building Code, which includes base flood elevation and design flood evaluation for flood resistant construction.

The Santa Cruz General Plan and Local Coastal Program (Santa Cruz County, 1994) Conservation and Open Space Chapter contains objectives and policies specific to water supply, wastewater treatment, disposal and drainage. Specifically, Objective 5.5a is “to protect and manage the watersheds of existing and future surface water supplies to preserve the quality and quantity of water produced and stored in these areas to meet the needs of County residents, local industry, agriculture and the natural environment.” The objective is implemented through Policy 5.5.3, which designates areas located within one mile of upstream intakes as water quality constraint areas; Policy 5.5.6, land division and density requirements in water supply watersheds, which requires new parcel sizes to be at least 10 acres to reduce water supply; and Policy 5.5.10, retaining undeveloped lands in watersheds to maintain water quality by minimizing development. Additionally, Objective 5.7 is “to protect and enhance surface water quality in the County’s streams, coastal lagoons and marshes by establishing best management practices on adjacent lands.” This objective is implemented through Policy 5.7.1 prohibits new development adjacent to streams and bodies of water if development would cause adverse impacts on water quality, Policy 5.7.3 erosion control and lagoon protection requires installation and maintenance of sediment basins and/or other strict erosion control measures; Policy 5.7.4 control of surface runoff requires new development to minimize the discharge of pollutants, and Policy 5.7.7 contains stormwater discharge permit requirements to maintain water quality.

Santa Cruz County and the City of Capitola have a Stormwater Management Program (2010) that builds on efforts to preserve and enhance Santa Cruz County watersheds and is the County and City’s response to the new statewide NPDES permit requirements for agencies designated by the SWRCB. Activities in the Stormwater Management Program are based on the U.S. Environmental Protection Agency (USEPA) stormwater regulations, the SWRCB General Permit for Discharges of Stormwater from Small Municipal Separate Storm Sewer System (Small MS4) and the Model Urban Runoff Program (MURP).

Cities in Santa Cruz County

The City of Santa Cruz UWMP was prepared by the City of Santa Cruz Water Department in August 2016 (City of Santa Cruz 2016). The UWMP covers approximately 20 square miles including the City of Santa Cruz, a small part of the City of Capitola, adjoining unincorporated areas in Santa Cruz County, and coastal agricultural lands north of the city.

The City of Watsonville’s Growth and Conservation Strategy in their Draft 2030 General Plan Update’s goals, policies and implementation pertains to water conservation (City of Watsonville 2012). In service of Policy 2.2.4 to conserve agricultural land, “The City shall continue to provide for the protection of water quality and for the control of erosion” (Implementation 2.2.47). To encourage infill development (Policy 2.1.1) new development will receive the highest priority for the extension of water services (Implementation 2.1.14).

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Many cities within the AMBAG region have similar hydrology and water quality goals and policies in their respective general plans.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact on hydrology and water quality:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - a. Result in substantial erosion or siltation on- or off-site;
 - b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
 - d. Impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

b. Project Impacts and Mitigation Measures

The following section describes hydrology and water quality impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Table 4.10-3 summarizes the specific 2045 MTP/SCS transportation projects that could result in the flooding impacts discussed below. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the hydrology and water quality impacts as described in the following sections.

Threshold 1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality

Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
a) Result in substantial erosion or siltation on- or off-site

Impact HWQ-1 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, AND WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would result in both short-term and long-term impacts to water quality.

Certain transportation improvements would increase overall impervious surface area throughout the AMBAG region. For example, new roadways or road widening projects would introduce pavement in areas that are currently undeveloped. Infill development projects envisioned under the land use scenario could also introduce impervious surfaces, if the infill site is currently unpaved. However, it is likely that most infill sites are already developed, thus minimizing the increase of impervious surfaces. These and other more outlying projects that would increase impervious surfaces may generate adverse impacts to surface water quality.

Pollutants and chemicals associated with urban activities would run off new roadways and other new impervious surfaces flowing into nearby bodies of water during storm events. These pollutants would include, but are not limited to: heavy metals from auto emissions, oil, grease, debris and air pollution residues. Similarly, 2045 MTP/SCS projects with landscaping may require fertilizer/pesticide application, which could enter nearby bodies of water and cause adverse effects to water quality. Such contaminated urban runoff may remain largely untreated, thus resulting in the incremental long-term degradation of water quality. Short-term adverse impacts to surface water quality may also occur during the construction periods of individual improvement projects because areas of disturbed soils would be highly susceptible to water erosion and downstream sedimentation.

This impact is of particular concern where projects are located on previously contaminated sites. Without effective erosion and storm water control, contaminated soils exposed during construction activities may result in surface water contamination. In addition, grading and vegetation removal in proximity to creeks for construction, widening and bridge repair could increase erosion and sedimentation of creek banks. This could affect both water quality and the stability of slopes along the creeks.

As discussed in Section 4.10.2, *Regulatory Setting*, the federal CWA requires that an NPDES storm water permit be obtained for construction projects that would disturb greater than one acre. Acquisition of the General Construction permit is dependent on the preparation of

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a SWPPP that contains specific BMPs to control the discharge of pollutants, including sediment, into the local surface water drainages. Specific BMPs may include, but are not limited to: silt fencing, fiber rolls, trenching and silt stabilization techniques. In addition, all state projects for which Caltrans is the sponsor agency would comply with the Caltrans Statewide NPDES permit that regulates all stormwater discharges from Caltrans owned conveyances, maintained facilities and construction activities. Almost all 2045 MTP/SCS projects, especially new and extended roadways, would disturb more than one acre and would be subject to these regulations. These regulations would limit the impact of such construction projects to a less than significant level.

Construction of transportation and development projects under the 2045 MTP/SCS could also result in the change of existing drainage patterns on individual project sites or within a project area, which could impact water quality. Project grading and construction of impervious surfaces, for transportation projects may alter existing drainage patterns by altering slopes and reducing infiltration. Additionally, development projects included in the SCS land use scenario could also increase impervious surfaces and develop structures that may alter existing drainages. However, compliance with regulations would reduce impacts from project construction by requiring measures to prevent runoff and pollutants from leaving a project site.

For operational water quality control, the CWA NPDES MS4 Phase I and Phase II requirements, as discussed in Section 4.10.2, *Regulatory Setting*, require agencies and developments to implement SWMPs, which in turn require the implementation of source and treatment control measures. NPDES MS4 permittees are also required to develop and enforce ordinances and regulations to reduce the discharge of sediments and other pollutants in runoff and must verify compliance.

New development that would introduce 10,000 or more square feet of new impervious surfaces would be required under Provision C.3 of the NPDES Municipal Regional Stormwater Permit program to incorporate LID strategies such as stormwater reuse, onsite infiltration, and evapotranspiration. Some typical BMPs to meet regulatory standards for project operation include erosion control and revegetation programs, LID, alternative discharge options and integrated pest management techniques in landscaped areas. During operations and maintenance of envisioned projects, operational BMPs would result in compliance with applicable stormwater runoff discharge permits. In addition, consistent with the Post-Construction Stormwater Management Requirements for development projects in the central coast region (February 2013), post project stormwater flows from a project site are required to be the same or less than pre-project stormwater flows. Based on compliance with these requirements, land use development patterns included in the 2045 MTP/SCS would not result in impacts to the local stormwater system.

Likewise, some transportation projects would also increase impervious surface area compared to existing conditions, such as transportation projects that involve adding new or additional travel lanes to paved roads. Depending on the location and design specific to transportation projects included in the 2045 MTP/SCS, stormwater runoff may be captured

in existing storm drain systems and conveyed to local or regional wastewater treatment facilities. Additionally, roadways, such as state highways are often adjacent to pervious surfaces, such as gravel shoulders, agricultural fields, or other unpaved surfaces. Runoff from the roadway surface is able to flow overland into these pervious areas and infiltrate the ground, reducing impacts to the local stormwater system.

The land use pattern included in the 2045 MTP/SCS would generate new sources of wastewater, which would also be conveyed to wastewater treatment facilities in the region for secondary or tertiary treatment. Discharges of treated wastewater, also called effluent, from the treatment plants are regulated by the RWQCB and must meet water quality effluent limitations established in the NPDES permit issued by the RWQCB for the treatment plant. Thus, although implementation of the 2045 MTP/SCS would increase the volume of point-source wastewater discharges in the AMBAG region, required compliance and monitoring of effluent prior to discharge from treatment facilities would ensure impacts would be less than significant.

Development under the 2045 MTP/SCS would not substantially degrade water quality or violate water quality standards because compliance with state regulation such as NPDES and MS4 permits would require implementation of BMPs and development to reduce discharge of runoff and maintain water quality. In addition, local ordinances require measures such as erosion control reduce the discharge of pollutants into storm drain systems. Although individual projects included in the 2045 MTP/SCS have the potential to adversely affect water quality at a project specific level, projects would adhere to existing regulations related to water quality. Therefore, water quality impacts would be less than significant.

Mitigation Measures

None required.

Threshold 2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

Threshold 5: Conflict with or obstruct implementation of a sustainable groundwater management plan

Impact HWQ-2 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN WOULD BE IMPEDED OR CONFLICTS WITH SUSTAINABLE GROUNDWATER MANAGEMENT PLANS WOULD RESULT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Groundwater recharge rates and patterns may be affected by development that increases the extent of impermeable surfaces, such as concrete and asphalt, which inhibit the infiltration of surface water runoff to the subsurface. As a result, the volume and velocity of surface water runoff across the new impermeable surfaces also increases. These effects can be reduced through the implementation of low impact development (LID) features, which

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include systems and practices designed to simulate natural processes of runoff and infiltration. Such features may include but are not limited to vegetated swales, permeable paving, and landscaping incorporated into the design of a proposed project to reduce the adverse effects associated with new impervious surfaces by facilitating the infiltration of surface runoff to the subsurface.

The 2045 MTP/SCS encourages infill development within urbanized areas of the AMBAG region, and the land development envisioned by the 2045 MTP/SCS could interfere with groundwater recharge by increasing the extent of impervious surfaces already present in this area. Urbanized areas are typically characterized by extensive impervious surfaces such as buildings and paved roads; as such, infill development would have minimal potential to further alter the rates and patterns of groundwater recharge to the overall basin. However, infill as well as any outlying development on currently unpaved sites would result in a net increase of impervious surfaces in the area and could have associated impacts on site specific runoff and infiltration patterns.

Land Use

As development under the 2045 MTP/SCS occurs, site specific drainage features would be designed to retain, capture, and convey increased runoff in accordance with the city or county design standards and State requirements, such as the NPDES Provision C.3 site control features discussed under Impact W-1, above. Compliance with these standards and regulations typically includes the use of LID features which, as described above, are designed to simulate natural processes of runoff and infiltration to minimize or avoid potential adverse effects associated with new development.

Transportation

In addition to the development that would occur under the 2045 MTP/SCS, transportation projects would also increase the extent of impervious surfaces. Many of the planned transportation projects, such as the addition of new lanes to existing roads or highways, would have negligible effect on the overall extent of impervious surfaces, as they would occur in areas already characterized by paved surfaces. For example, the Rio Road Parking Facility (MON-CAR005-CM) in Monterey County could affect groundwater supplies by incrementally reducing groundwater recharge potential. This reduction in groundwater recharge could occur because the impermeable surfaces associated with the proposed improvements would increase surface water runoff within existing rights-of-way at the expense of natural infiltration. As with the infill development discussed above, transportation projects would also be implemented with project specific drainage plans for new features would be designed to retain, capture, and convey runoff in accordance with the city or county design standards, where applicable, and federal and State requirements.

Sustainable Groundwater Management

Activities would be implemented under California regulations governing use of groundwater, including SGMA, as well as groundwater provisions of applicable local general plans. Taken

as a whole, these regulations are intended to reduce groundwater use and subsequent overdraft of groundwater basins. As described above, the Medium- and High-Priority basins in the AMBAG region are being managed by DWR-approved GSPs, each of which is responsible for developing a GSP for its respective basin(s), or have submitted an existing management plan that meets all the requirements of a GSP, for DWR's consideration to approve as an Alternative GSP for compliance with SGMA. The GSPs are required to provide mechanisms that allow the sustainable use of groundwater, with growth projections considered. Compliance with groundwater sustainability plans and SGMA requirements as described in Section 4.14.2 would reduce impacts to groundwater basins, and the 2045 MTP/SCS would not conflict with or obstruct implementation of sustainable groundwater management plans.

Summary

Existing regulatory requirements at the local, State, and federal level include measures to minimize any increases in off-site stormwater runoff by encouraging on-site infiltration, which would effectively minimize the potential reduction in groundwater recharge to an acceptable level. In addition, implementation of projects under the 2045 MTP/SCS would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin would be impeded. Therefore, impacts of the proposed 2045 MTP/SCS to groundwater supply and recharge, as well as sustainable groundwater management and sustainable groundwater management plans, would be less than significant.

Mitigation Measures

None required.

Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: b) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site c) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

Impact HWQ-3 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE **2045 MTP/SCS** WOULD NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS SUCH THAT THEY WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF OR CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF STORMWATER DRAINAGE SYSTEMS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS may increase stormwater flows,

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resulting in increased volume and/or velocity of stormwater runoff. Potential increases in stormwater volume and/or velocity could result in on- or off-site flooding. However, planned transportation and land use projects would be designed to comply with existing State and local jurisdiction requirements, including applicable municipal code sections related to stormwater runoff and drainages, such as curb and gutter design, and would build drainage infrastructure to control and accommodate the increase in stormwater flows. As discussed in Section 4.10.2, *Regulatory Setting*, these ordinances include the Monterey County Code Chapter 16.14 to control the entry of urban pollutants into stormwater runoff; San Benito County Code of Ordinances Chapter 19.17 to regulate the control of excavation, grading, drainage and erosion; and Santa Cruz County Code of Ordinances Chapter 7.79 to control runoff and pollution by protecting the surface and groundwater quality and groundwater recharge of receiving waters of the County from discharge of pollutants. Compliance with local ordinances would control runoff via drainage basins, silt fencing, vegetation erosion control and other measures to reduce runoff into stormwater drainage systems.

Construction of land use and transportation projects under the 2045 MTP/SCS could temporarily disturb underlying soils and could result in exposure of soil to runoff. Without precautions, construction activities could produce pollutants in stormwater runoff. Compliance with NPDES permits and other local ordinances described above would control erosion and sedimentation as a result of urban development. Land use projects near the coast would be subject to additional permitting under the California Coastal Act.

Land use projects under the 2045 MTP/SCS would implement post-construction drainage control measures for compliance with the NPDES MS4 permit, which would include implementation of LID features. These measures may include incorporation of permeable paving, vegetated swales, infiltration retention basins and other features that would minimize stormwater runoff that could carry urban pollutants. During operation of the 2045 MTP/SCS transportation projects, nonpoint source pollution would be minimized through the maintenance of LID features, and through compliance with the NPDES MS4 permit. In addition, potentially adverse impacts associated with nonpoint source pollution would be minimized through project compliance with Caltrans guidelines for preparation of a hydraulic study if modifications are made to California State highways that intercept a waterway or encroach on a floodplain. Further, transportation projects are subject to construction and non-construction runoff prevention through local and State regulation.

Due to compliance with existing regulations related to stormwater management and nonpoint source pollution control, alterations of drainage patterns caused by 2045 MTP/SCS transportation and land use projects would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding, or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures

None required.

Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

d) Impede or redirect flood flows

Threshold 4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation

Impact HWQ-4 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT SUBSTANTIALLY ALTER DRAINAGE PATTERNS IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS, OR RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS would be subject to flooding hazards due to altered drainage patterns that could impede or redirect flood flows and risk release of pollutants due to increased inundation from storm events, sea level rise due to climate change and/or dam failure.

Redirecting Flood Flows

Transportation projects and land use development envisioned in the 2045 MTP/SCS would occur primarily outside of 100-year flood plains. For example, much of the land use development envisioned in the 2045 MTP/SCS would occur in already urbanized areas that are not subject to flood events. However, some development could occur in floodplains, and because transportation projects are sometimes linear, they could also cross floodplain areas.

The transportation projects and land development would have the potential to alter existing drainage patterns within the flood plain. In accordance with federal, State, and local stormwater management regulations, new construction must maintain pre-project hydrology. Local ordinances generally provide prescriptive requirements related to infrastructure capacity and design and limit the potential for development to increase off-site flows. All projects that would disturb one acre or more would be subject to Central Coast RWQCB requirements that prevent increases in runoff flows from new development and redevelopment projects. The required LID drainage control measures may, in some cases, result in improved retention of stormwater rates and volumes compared to existing conditions.

Any developments proposed within the 100-year flood zone would be required to meet local, State, and federal flood control design requirements. Implementing agencies would conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with Executive Order 11988 (for federally funded projects), the NFIP, the National Flood Insurance Act, and the Cobey-Alquist Floodplain Management Act, as well as any further FEMA or State requirements that are adopted at the local level. These studies would identify project design features that reduce impacts on either floodplains or flood flows that would be required through the permitting process. With these floodplain development requirements, continuing flood protection programs, and the

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drainage requirements described above, impacts related to impeding or redirecting flood flows would be less than significant.

Risk Release of Pollutants due to Project Inundation

Low lying coastal areas in northern Monterey County and southern Santa Cruz County are susceptible to impacts from tsunamis and could result in the release of pollutants due to inundation from tsunamis. As shown in Table 4.10-3, specific transportation projects programmed in the 2045 MTP/SCS for these areas include the Monterey Bay Sanctuary Scenic Trail Network and Highway 1/Harkins Slough Road Interchange. Hazardous pollutants are not manufactured or stored on trails or roadways/interchanges. Therefore, inundation of these types of transportation projects would not result in the release of pollutants into the environment.

In addition, development projects located at low elevations near the coast would be susceptible to tsunamis. According to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2015), over the last 200 years there have been eight observed tsunamis in the region. Most of these tsunamis were produced by earthquakes and resulted in wave run-ups of one meter or less. Therefore, the likelihood that the region will experience a tsunami has been estimated to be high, averaging one- to 11-foot wave run-ups for coastal and low lying areas (Monterey County 2015). In 2011, the 9.0 earthquake in Japan caused a tsunami in the AMBAG region resulting in damage in both Monterey and Santa Cruz counties (Santa Cruz County 2015). Given the high likelihood for tsunami hazards in the region and the potential for land use development included in the 2045 MTP/SCS to be located near the coast, development under the 2045 MTP/SCS would occur in areas subject to tsunami hazards.

The Monterey County General Plan (Monterey County 2010) Safety Element contains goals and policies to reduce the risk of hazards resulting from seismic activity, including tsunamis. Specifically, Policy S-1.6 requires new development to be prohibited in areas of known geologic or seismic hazards unless measures recommended by a California certified engineering geologist or geotechnical engineer are implemented to reduce the hazard. Policy S-5-15 identifies tsunami evacuation routes as any routes in an incorporated or unincorporated area leading inland away from the coastline to elevations 20 feet or higher. The Santa Cruz General Plan and Local Coastal Program (Santa Cruz County, 1994) Public Safety and Noise Chapter serves to reduce the risk of hazards resulting from seismic, flood and fire hazards. Specifically, Policy 6.1.5 requires the location and/or clustering of development away from potentially hazardous areas when feasible and condition development permits based on the recommendations of the site's Hazard Assessment or other technical reports. Policy 6.4.3 allows development in areas immediately adjacent to coastal bluffs and beaches only if a geologist determines that wave action, storm swell and tsunami inundation are not a hazard to the proposed development or that the hazard can be adequately mitigated. Because these policies limit development in tsunami zones, they also limit the amount of hazardous materials that would be stored in areas subject to tsunami.

While there are general plan policies applicable to the AMBAG region that prohibit or limit development in areas subject to development, development would occur in inundation zones given that several cities and unincorporated areas in the AMBAG region are coastal, located on the Monterey Bay. The types of development that would be most likely to result in release of pollutants during inundation include uses such as wastewater treatment plants, chemical manufacturing plants, or hazardous materials landfills. Generally, the 2045 MTP/SCS envisions land development in already urbanized areas where wastewater treatment plants, landfills, and chemical manufacturing plants already exist to serve existing development.¹ Accordingly, the land use development envisioned in the 2045 MTP/SCS would not substantially increase the risk of release of pollutants into the environment as a result of inundations. Impacts would be less than significant.

Seiche

As described in Section 4.10.1, *Setting*, seiches are not identified as a hazard in the AMBAG region. Therefore, no impacts related to seiches would result.

Mitigation Measures

None required.

Threshold 5: Conflict with or obstruct implementation of a water quality control plan
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Impact HWQ-5 TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2045 MTP/SCS would require new and modified uses of water supply in the AMBAG region. However, the transportation improvements included in the 2045 MTP/SCS would not conflict with the beneficial uses for water identified in the Water Quality Control Plan for the Central Coast Basin (CCRWQCB 2019). For example, transportation improvements would not interfere with the beneficial use of water for municipal and domestic supplies, agricultural supply, or wildlife habitat supply. Likewise, the land use scenario envisioned in the 2045 MTP/SCS would not obstruct or conflict with beneficial uses of water in the water quality control plan. The land use scenario in the 2045 MTP/SCS focuses on infill development and locating people and employment near transit. The infill characteristics of the land use scenario would generally be consistent with the past use of water in these areas, supportive of the beneficial uses identified in the water quality control plan, such as municipal and domestic supplies.

¹ Wastewater treatment plants in the AMBAG region include the Monterey One Water Treatment Plant, The City of San Juan Bautista Wastewater Treatment Plant, and the City of Santa Cruz Wastewater Treatment Plant. Landfills in the AMBAG region include the Johnson Canyon Sanitary Landfill in Monterey County, the John Smith Landfill in San Benito County, and the Buena Vista Landfill in Santa Cruz County. Chemical manufacturing plants are located throughout the Monterey County, San Benito County, and Santa Cruz County areas.

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The water quality control plan also includes groundwater recharge as a beneficial use. Groundwater recharge is typically achieved through infiltration of precipitation into the ground, as well as other methods such as direct injection of water into groundwater aquifers. The replacement of pervious ground with impervious surface can prevent infiltration and reduce groundwater recharge. Certain transportation improvements would increase overall impervious surface area throughout the AMBAG region. For example, new roadways or road widening projects would introduce pavement in areas that are currently undeveloped. Depending on the location and design specific to transportation projects included in the 2045 MTP/SCS, stormwater runoff may be captured in existing storm drain systems and conveyed to local or regional wastewater treatment facilities. Additionally, roadways, such as state highways are often adjacent to pervious surfaces, such as gravel shoulders, agricultural fields, or other unpaved surfaces. Runoff from the roadway surface is able to flow overland into these pervious areas and infiltrate the ground, reducing impacts to the local stormwater system and preventing conflicts with the water quality control plan beneficial use for groundwater recharge. Infill development projects envisioned under the land use scenario could also introduce impervious surfaces, if the infill site is currently unpaved. However, it is likely that most infill sites are already developed, thus minimizing the increase of impervious surfaces. Therefore, conflicts with groundwater recharge beneficial use would be generally avoided.

The water quality control plan also includes water quality objectives for both ocean waters and inland waters and estuaries. Examples of some of the water quality objectives for ocean waters include maintaining acceptable pH levels and dissolved oxygen levels. Examples of water quality objectives for inland waters include taste and odor standards, coloration standards, oil and grease contamination, dissolved oxygen, temperature, chemical constituents, and pesticides. As described above in Impact HWQ-1, implementation of the 2045 MTP/SCS could result in contamination of stormwater runoff. For example, 2045 MTP/SCS projects with landscaping may require fertilizer/pesticide application, which could enter nearby bodies of water. If enough pesticides reach nearby waters, a violation of the pesticide water quality objective could occur, conflicting with the water quality control plan. Another example is construction of projects envisioned in the 2045 MTP/SCS, which could result in erosion and violated of coloration, turbidity, and dissolved solids water quality standards in the water quality control plan. As discussed in Section 4.10.2, *Regulatory Setting*, the federal CWA requires that an NPDES storm water permit be obtained for construction projects that would disturb greater than one acre. Acquisition of the General Construction permit is dependent on the preparation of a SWPPP that contains specific BMPs to control the discharge of pollutants, including sediment, into the local surface water drainages. Specific BMPs may include, but are not limited to: silt fencing, fiber rolls, trenching and silt stabilization techniques. In addition, all state projects for which Caltrans is the sponsor agency would comply with the Caltrans Statewide NPDES permit that regulates all stormwater discharges from Caltrans owned conveyances, maintained facilities and construction activities. Almost all 2045 MTP/SCS projects, especially new and extended roadways, would disturb more than one acre and would be subject to these regulations.

These regulations would limit the potential impact of such construction projects to a less than significant level and avoid conflicts with the applicable water quality control plan. For operational water quality control, the CWA NPDES MS4 Phase I and Phase II requirements, as discussed in Section 4.10.2, *Regulatory Setting*, require agencies and developments to implement SWMPs, which in turn require the implementation of source and treatment control measures. NPDES MS4 permittees are also required to develop and enforce ordinances and regulations to reduce the discharge of sediments and other pollutants in runoff and must verify compliance.

New development that would introduce 10,000 or more square feet of new impervious surfaces would be required under Provision C.3 of the NPDES to incorporate LID strategies such as stormwater reuse, onsite infiltration, and evapotranspiration, as discussed above for Impact HWQ-1. In addition, consistent with the Post-Construction Stormwater Management Requirements for development projects in the central coast region (February 2013), post project stormwater flows from a project site are required to be the same or less than pre-project stormwater flows. Based on compliance with these requirements, land use development patterns included in the 2045 MTP/SCS would not result in impacts to the local stormwater system. By ensuring the local stormwater system is maintained and functional, adverse effects to water quality would be avoided. Thus, potential conflicts with the applicable water quality control plan would be avoided.

The land use pattern included in the 2045 MTP/SCS would generate new sources of wastewater, which would also be conveyed to wastewater treatment facilities in the region for secondary or tertiary treatment. Discharges of treated wastewater, also called effluent, from the treatment plants are regulated by the RWQCB and must meet water quality effluent limitations established in the NPDES permit issued by the RWQCB for the treatment plant. Thus, although implementation of the 2045 MTP/SCS would increase the volume of point-source wastewater discharges in the AMBAG region, required compliance and monitoring of effluent prior to discharge from treatment facilities would ensure impacts would be less than significant.

Development under the 2045 MTP/SCS would not substantially degrade water quality or violate water quality standards because compliance with state regulation such as NPDES and MS4 permits would require implementation of BMPs and development to reduce discharge of runoff and maintain water quality. In addition, local ordinances require measures such as erosion control reduce the discharge of pollutants into storm drain systems. Although individual projects included in the 2045 MTP/SCS have the potential to adversely affect water quality at a project specific level, projects would adhere to existing regulations related to water quality. Therefore, impacts related to conflicts with a water quality control plan (the Central Coast RWQCB Basin Plan) would be less than significant.

Mitigation Measures

None required.

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c. Specific MTP/SCS Projects that May Result in Impacts

All 2045 MTP/SCS transportation projects that require new construction or landscaping would result in impacts as discussed in impacts HWQ-1 through HWQ-3; and therefore, are not specifically identified in table format below. The 2045 MTP/SCS projects are listed in Appendix B. Table 4.10-3 identifies examples of transportation projects with the potential to result in flooding impacts as discussed in Impact HWQ-4. These projects are representative and were selected based on their potential scope and likelihood of resulting in flooding impacts. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact.

Table 4.10-3 2045 MTP/SCS Projects that May Result in a Flooding Impact

AMBAG Project No.	Projects	Location	Impact
MON-GRN016-GR	Elm Avenue Bike Lanes	Greenfield	HWQ-4
MON-KCY039-CK	1st Street Bike Lanes	King City	HWQ-4
MON-CT022-CT	SR 156 – Corridor Widening Project	Monterey County	HWQ-4
MON-SNS029-SL	John Street – U.S. 101	Salinas	HWQ-4
MON-SNS037-SL	Main Street (North) Widening	Salinas	HWQ-4
MON-SNS094-SL	Hemingway Drive Extension	Salinas	HWQ-4
MON-KCY053-CK	King City Multimodal Transit Station	King City	HWQ-4
SB-CT-A01	SR 156 Widening – San Juan Bautista to Union Road	San Juan Bautista	HWQ-4
SB-SBC-A50	Hospital Road Bridge	Hollister	HWQ-4
SB-SBC-A65	San Benito River Recreational Trail Phase 1	San Benito	HWQ-4
SB-SBC-A52	Union Road Bridge	Hollister	HWQ-4
SC-WAT-O1A-WAT	Highway 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Watsonville	HWQ-4
SC-WAT-P65-WAT	Upper Struve Slough Trail	Watsonville	HWQ-4
SC-25SC	Highway 1 and Highway 9 Intersection Modifications	Santa Cruz	HWQ-4
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network	Santa Cruz	HWQ-4

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4.11 Land Use

This section evaluates impacts of the proposed 2045 MTP/SCS associated with physically dividing an established community and causing a significant environmental impact due to a conflict with a land use plan, policy, or regulation.

4.11.1 Setting

a. Land Use Patterns

The AMBAG region is comprised of Monterey, San Benito, and Santa Cruz counties. These counties are located along the Central Coast of California and generally surround Monterey Bay. Monterey Bay is located south of the San Francisco Bay area and north of San Luis Obispo County. San Mateo and Santa Clara counties are located to the north; Merced and Fresno counties are located to the east. Monterey County shares a short border segment with Kings County to the southeast.

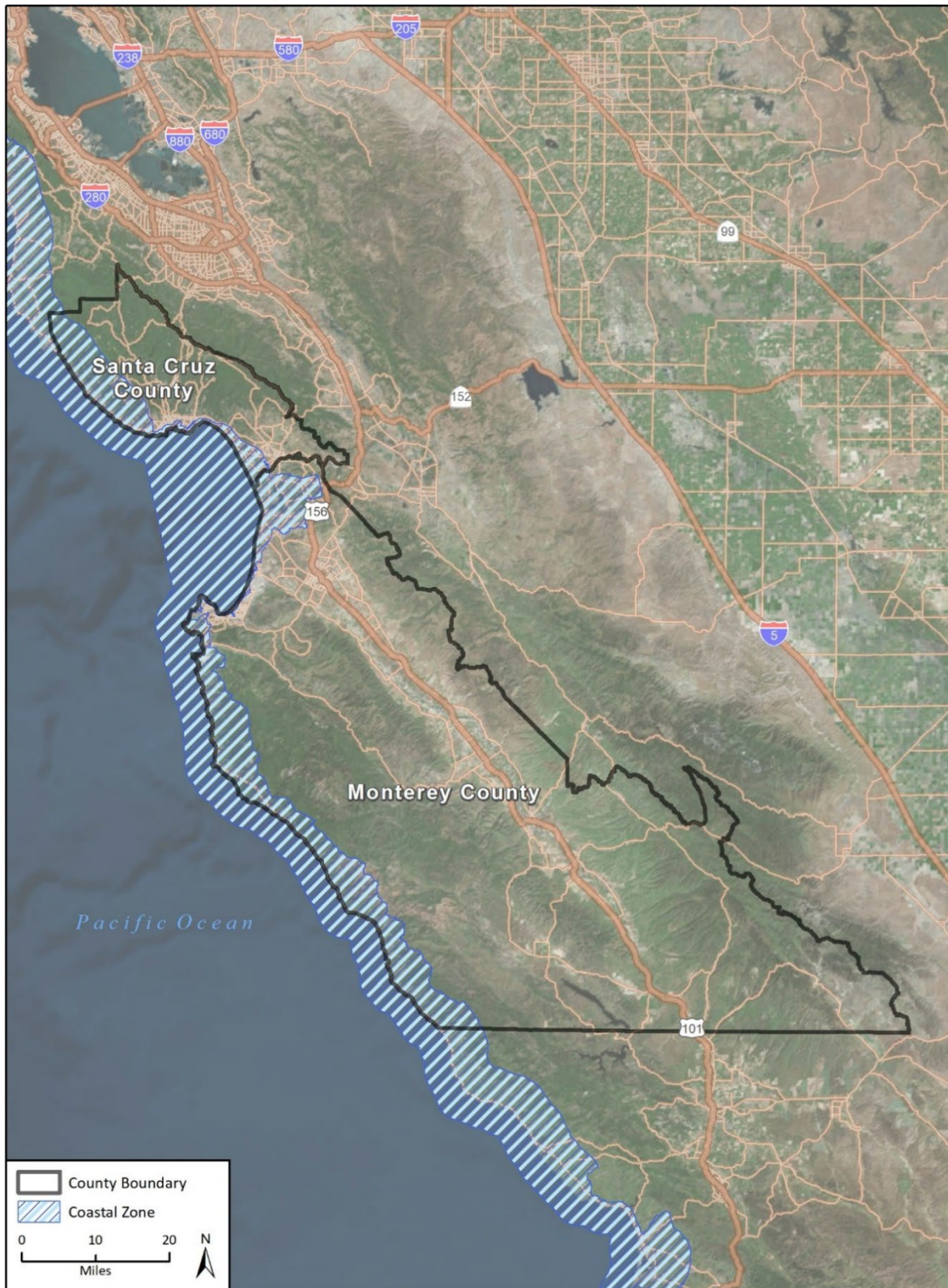
The combined area encompasses approximately 3.3 million acres, incorporating the Pajaro and Salinas River Valleys, adjacent coastal lowland and surrounding mountains. Terrain within the region is varied. The Santa Cruz, Gabilan and Santa Lucia mountain ranges and the Diablo range are located along the eastern border of the AMBAG region. The highest elevation is the Junípero Serra Peak (5,865 feet above sea level), located in Monterey County. AMBAG's planning area is predominantly rural with urban development clustered along the Monterey Bay coastline and in agricultural inland valleys. A summary of the land use setting for each county is described below.

Monterey County

Monterey County encompasses 2.1 million acres and is predominantly rural except for 12 incorporated cities; Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, Pacific Grove, Marina, Monterey, Salinas, Seaside, Sand City, Soledad, and King City. Agriculture is the largest land use in Monterey County representing approximately 60 percent (1.27 million acres) of the total land area. The second largest land use consists of public and quasi-public land uses such as parks, military facilities, recreational and community facilities, which makes up 24 percent (about 508,800 acres) of the total land area. Approximately 5 percent (about 106,000 acres) of Monterey County, including the incorporated cities, is developed with residential, commercial, and industrial land use categories; of the unincorporated county, approximately one percent is developed. The remaining 11 percent (about 233,200 acres) is in resource conservation or other miscellaneous land uses. Most of the urban development is concentrated in the northern third of the county, near the incorporated cities of Salinas, Marina and Monterey (Monterey County 2010a).

The Monterey County Coastal Zone is depicted in Figure 4.11-1 and includes portions of the cities of Carmel-by-the-Sea, Marina, Monterey, Pacific Grove, Sand City, and Seaside. Tribal land is also included within Monterey County, notably, the Esselen Tribe of Monterey

Figure 4.11-1 Monterey and Santa Cruz County Coastal Zone



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Additional data provided by USGS, 2021.

Fig 4.10-1_CoastalZones in Monterey and Santa Cruz County

County owns approximately 1,199 acres of land along the Little Sur River in Big Sur (The Mercury News 2020). Land is also used for military and university uses within Monterey County. Monterey County is the location for California State University, Monterey Bay, the Naval Postgraduate School, Fort Hunter Liggett, and the Presidio of Monterey. Protected open spaces in Monterey County are shown in Figure 4.11-2.

Santa Cruz County

Santa Cruz County encompasses approximately 285,000 acres and is predominantly rural except for four incorporated cities and the urbanized unincorporated area surrounding them: Scotts Valley, Santa Cruz, Capitola, and Watsonville. Agriculture represents approximately 14 percent of the total land area (40,000 acres). Residential land is approximately 4 percent (11,428 acres) of the land area; developed non-residential uses comprise approximately 1.5 percent (4,285 acres). Parks, recreation, and open space comprise 1.4 percent (4,000 acres); miscellaneous uses comprise 3.6 percent (10,286 acres) of the land area. The remaining acreage is undeveloped (Santa Cruz County 2013b). Land use within Santa Cruz County is also reserved for university use, notably, the University of California, Santa Cruz. The Santa Cruz Local Coastal Zone is depicted in Figure 4.11-1 and includes portions of the cities of Capitola, Santa Cruz, and Watsonville. Protected open space in Santa Cruz County is shown in Figure 4.11-3.

San Benito County

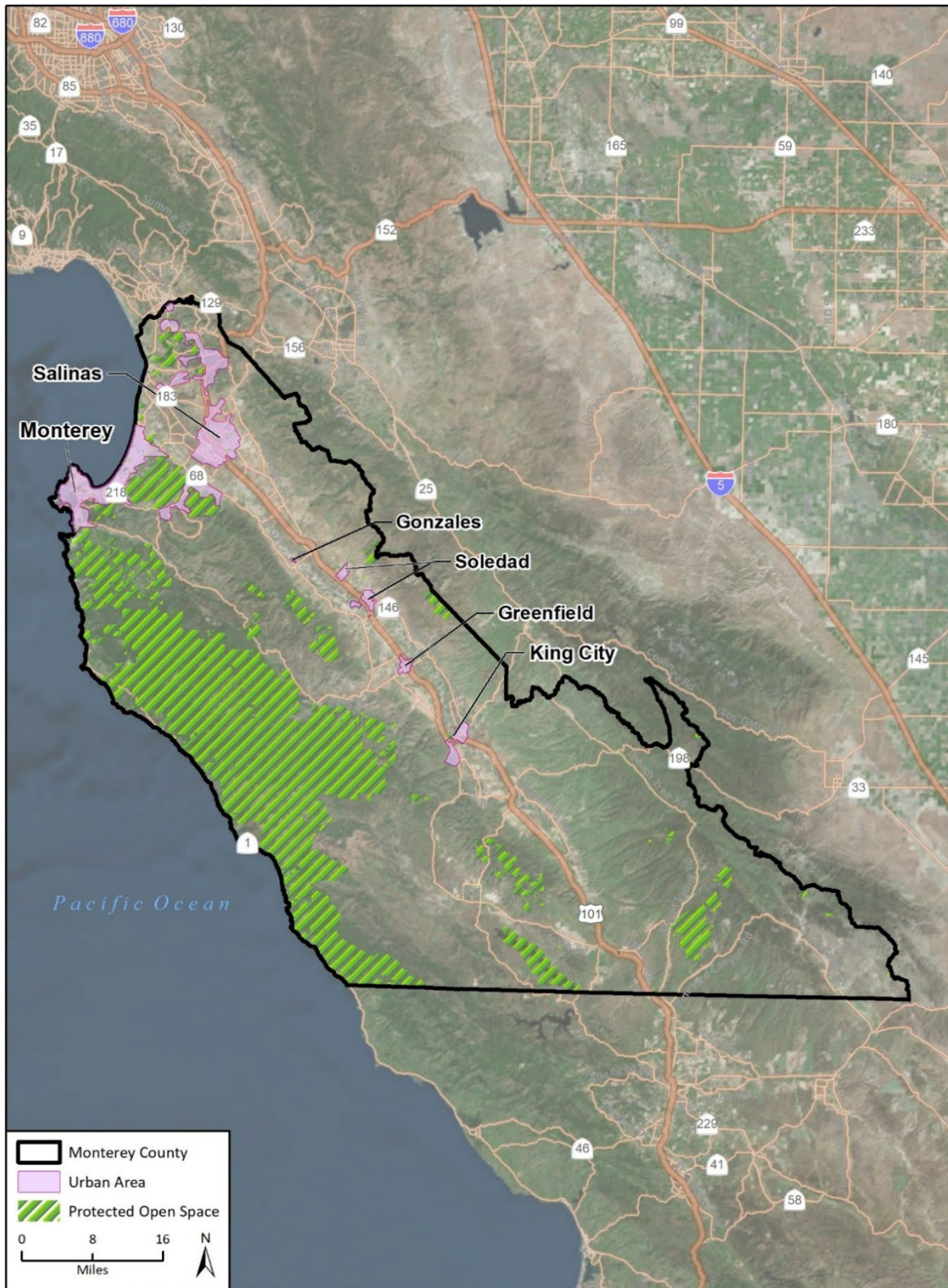
San Benito County encompasses approximately 890,000 acres and is predominantly rural except for the incorporated cities of San Juan Bautista and Hollister. Agriculture, which includes grazing, is the predominant land use in the unincorporated county, totaling approximately 734,826 acres (83.2 percent). Of the remainder, 78,931 acres (8.9 percent) is owned by city, State and Federal governments. Residential land accounts for only 9,668 acres (1.1 percent) of existing land use in the unincorporated county. Remaining lands are undeveloped (San Benito County 2015a). Protected open space in San Benito County is depicted in Figure 4.11-4.

4.11.2 Regulatory Setting

There are numerous State and local laws, regulations, policies, programs, plans, codes, and ordinances that regulate land use in the AMBAG region. Local land use changes are regulated by the general plans, specific plans, and zoning ordinances of the counties of Monterey, San Benito and Santa Cruz and the cities within each county. City and unincorporated county land which lies within the California Coastal Zone is subject to provisions outlined in each jurisdiction's Local Coastal Program (LCP) as mandated by the California Coastal Act. The Coastal Zone generally consists of all land 1,000 yards inland from the mean high tide line and may extend much farther inland in certain areas to encompass whole watersheds, as shown in Figure 4.11-1. The LCPs consist of coastal land use plans, zoning and other implementing actions needed to comply with the Coastal Act and include land use regulations related to housing, coastal access, public works and all types of transportation infrastructure and facilities.

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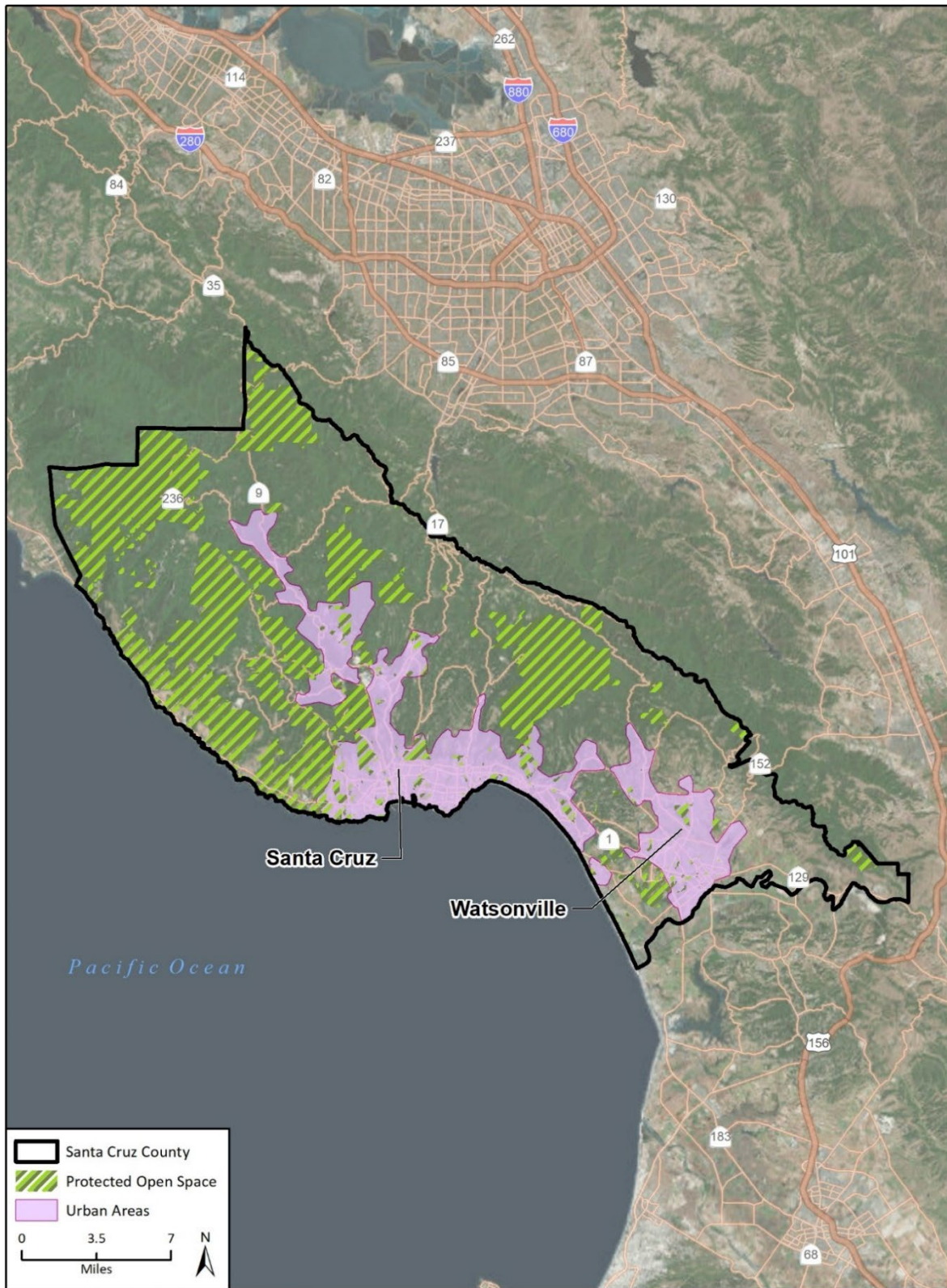
Figure 4.11-2 Protected Open Space in Monterey County



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Additional data provided by CPAD, 2019.

Fig 4.10-2 Protected Open Space in Monterey County

Figure 4.11-3 Protected Open Space in Santa Cruz County

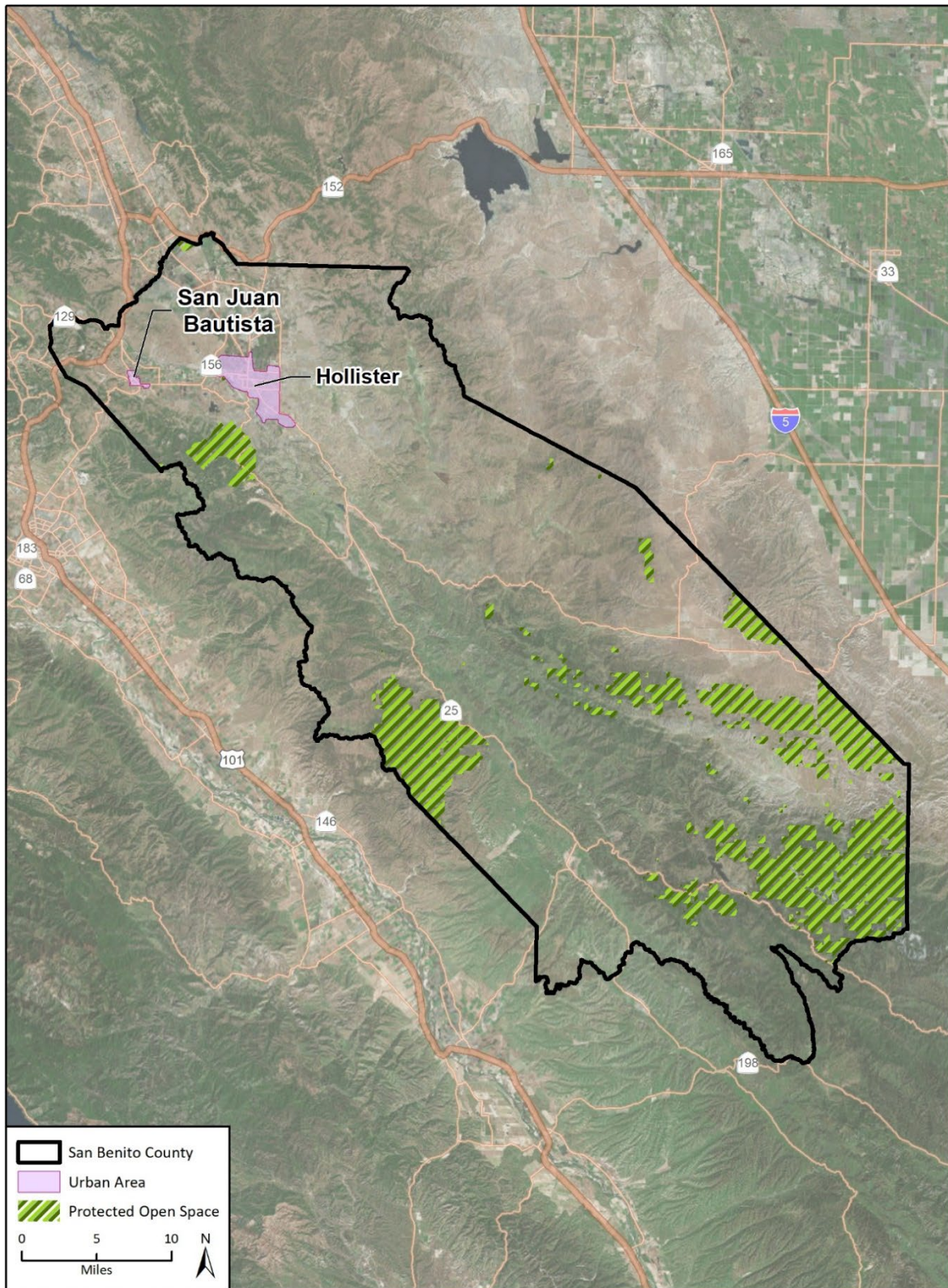


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Additional data provided by CPAD, 2019.

Fig. 4.11-3 Protected Open Space in Santa Cruz County

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Figure 4.11-4 Protected Open Space in San Benito County



a. Federal Laws, Regulations, and Policies

Code of Federal Regulations Title 25

Federally recognized Native American tribes are considered domestic dependent nations tribal sovereignty. “Tribal sovereignty” refers to tribes’ right to govern themselves, define their own membership, manage tribal property, and regulate tribal business and domestic relations; it further recognizes the existence of a government-to-government relationship between such tribes and the federal government. In general, State and local governments do not have “civil regulatory” jurisdiction (i.e., land use) on Indian Land, which is land held in trust or restricted status for a tribe.

Coastal Zone Management Act

The Coastal Zone Management Act was passed by Congress in 1972. It provides for management of coastal resources and aims to protect, restore, and enhance coastal resources through three programs administered by the National Oceanic and Atmospheric Administration in partnership with coastal States. In California, the Coastal Zone Management Act is administered in partnership with the California Coastal Commission. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the CZMA to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The National Coastal Zone Management Program balances competing land and water issues. Programs under the Coastal Zone Management Act include the National Estuarine Research Reserve System, which protects estuaries for use as field laboratories that improve understanding of estuaries, and the Coastal and Estuarine Land Conservation Program, which assists with acquisition of coastal property or easements for conservation purposes.

b. State Laws, Regulations, and Policies

Sustainable Communities Strategy and Climate Protection Act (SB 375)

SB 375 is a California law passed in 2008 that requires each MPO to demonstrate, through the development of a Sustainable Communities Strategy (SCS), how its region will integrate transportation, housing and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State.

In addition to creating requirements for MPOs, it also creates requirements for CTC and CARB. Some of the requirements include the following:

- CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs or MTPs.
- CARB must develop regional GHG emission reduction targets for automobiles and light duty trucks for 2020 and 2035 by September 30, 2010. These targets were approved on

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September 23, 2010. CARB is tasked to update the regional targets every eight years, with the option of revising them every four years. The latest targets were approved on March 18, 2018 and went into effect October 1, 2018.

- Each MPO must prepare an SCS as part of its RTP or MTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP or MTP.
- After adoption, each MPO must submit its SCS to CARB for review.
- CARB must review each SCS to determine whether, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

AMBAG reduction targets from CARB are a three percent per capita reduction from 2005 levels by 2020 and a six percent per capita reduction from 2005 levels by 2035 (CARB 2021). These targets apply to the entire AMBAG region for all on-road light duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. Therefore, AMBAG, through the 2045 MTP/SCS, must reduce these levels to meet the 2020 and 2035 targets. The 2045 MTP/SCS includes the years for which the regional targets are required (base year/2020 and 2035) and the 2045 MTP/SCS also includes the additional scenario year of 2045 to comply with federal law. The 2045 MTP/SCS meets the 2020 and 2035 GHG targets.

SB 375 specifically states that nothing in the law changes local governments local land use authorities. The 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. The 2045 MTP/SCS includes and accommodates the growth projections for the region. SB 375 also requires that forecasted development patterns for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.¹

In addition, this 2045 MTP/SCS EIR lays the groundwork for the streamlined review of qualifying development projects. Qualifying projects that meet statutory criteria and are consistent with the 2045 MTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws; see Section 1.4.1. Office of Planning and Research 2017 General Plan Guidelines

¹ The RHNA was last updated as part of the 2035 MTP/SCS and will be updated for the next MTP/SCS scheduled for adoption in 2026.

The 2017 General Plan Guidelines (Governor’s Office of Planning and Research 2017) is the first comprehensive update to the guidelines since 2003 and addresses numerous new laws, requirements, resources, and research that affect long-range planning in California. The 2017 update includes links to external documents and additional resources. This includes guidance for implementing the following legislation: Environmental Justice (SB 1000), Climate Change (SB 379), Sustainable Communities Strategies (SB 375), Flood Management (SB 5), Vehicle Miles Traveled (SB 743), Island or Fringe Communities (SB 244), Tribal Consultation (AB 52) and Local Hazard Mitigation Plans (AB 2140). Beyond State law requirements, the 2017 General Plan Guidelines also provide direction on topics including healthy communities, equitable and resilient communities, economic development, climate change, and renewable energy.

Planning and Zoning Law

California Government Code Section 65000, et seq., regulates the substantive and topical requirements of general plans. State law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

Zoning authority originates from city and county police power and from the Planning and Zoning Law, which sets minimum requirements for local zoning ordinances. Zoning ordinances must be consistent with the general plan and specific plans. The consistency requirement does not apply to charter cities other than Los Angeles unless the charter city adopts a consistency rule.

Cortese Knox Hertzberg Local Government Reorganization Act of 2000 (CKH Act)

The Cortese Knox Hertzberg Local Government Reorganization Act (CKH Act) is the most substantial reform to local government reorganization law since the 1963 statute that created a LAFCO in each county. The law established procedures for local government changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts (Section 56000, et seq.). LAFCOs have numerous powers under the CKH Act, but those of prime concern are the power to act on local agency boundary changes and to adopt spheres of influence (SOIs) for local agencies. The law also states that to update an SOI, LAFCOs are required to first conduct a review of the municipal services provided in the county.

Senate Bill 743

SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, § 21099, subd. (b)(2)). SB 743 provides opportunities to streamline CEQA for qualifying urban infill

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development near major transit stops in metropolitan regions statewide. A transit oriented infill project can be exempt from CEQA if consistent with a specific plan for which an EIR was prepared, and consistent with the use, intensity, and policies of an SCS or Alternative Planning Strategy that is certified by the CARB as meeting its greenhouse gas reduction targets. A city or county may designate an “infill opportunity zone” by resolution if it is consistent with the general plan and any applicable specific plan, and is a transit priority area within the adopted SCS or Alternative Planning Strategy. This infill opportunity zone is then exempt from level of service standards in the congestion management plan. Furthermore, under the bill parking impacts are no longer considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service.

California Coastal Act

The California Coastal Commission is one of California’s three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the ~~CZMA-Coastal Act~~ to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities that may affect coastal resources, including any new developments, and highway improvement projects that use federal funds.

The mission of the California Coastal Commission, established by voter initiative in 1972 and later made permanent by the legislature through adoption of the California Coastal Act of 1976, is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations. The California Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower-cost visitor accommodation, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The coastal zone, which was specifically mapped by the legislature, covers an area larger than the State of Rhode Island. On land, the coastal zone varies in width from several hundred feet in highly urbanized areas to up to 5 miles in certain rural areas, and offshore, the coastal zone includes a 3-miles-wide band of ocean.

The Coastal Commission regulates land use in the coastal zone through the issuance of Coastal Development Permits (CDPs) for proposed development. “Development” is a broadly defined term that includes, among other things, the construction of physical infrastructure such as roads, highways, bridges, and public transportation systems as well as their repair and maintenance. Activities that change the intensity of use of land or public

access to coastal waters are also considered development under the Coastal Act. In order for the Commission to approve a CDP, proposed development must be consistent with the policies of Chapter 3 of the Coastal Act (Pub. Res. Code § 30200 et seq.).

In areas where the Commission has certified a Local Coastal Program (LCP) for a local government, that local government exercises primary CDP authority, with the policies of the LCP serving as the primary standard of review. In all cases, including in a jurisdiction with a certified LCP, the Commission retains CDP permitting jurisdiction on lands below the mean high tide line and on public trust lands (e.g., historic wetlands, marshlands, and tidal channels). In the Monterey Bay region, the Commission's CDP jurisdiction extends relatively far inland in several areas, such as throughout Elkhorn Slough and Moro Cojo Slough and to just north of Castroville. The Commission also has appeal jurisdiction for CDPs issued by local governments for projects located seaward of the first public road; projects within 100 feet of the edge of a wetland, stream or other public trust lands; and most types of public works/infrastructure projects.

Quimby Act

The 1975 Quimby Act (California Government Code Section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The act states that the dedication requirement of parkland can be a minimum of 3 acres per thousand residents or more and up to 5 acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected under the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the act was substantially amended. The amendments further defined acceptable uses of and restrictions on the use of Quimby Act funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied to a project's impacts as identified through studies required by CEQA.

State Open Space Standards

State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the State to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction." The following open space categories are identified for preservation:

- **Open space for public health and safety**, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions;
- **Open space for the preservation of natural resources**, including, but not limited to, natural vegetation, fish and wildlife, and water resources;
- **Open space for resource management and production**, including, but not limited to, agricultural and mineral resources, forests, rangeland, and areas required for the recharge of groundwater basins;

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- **Open space for outdoor recreation**, including, but not limited to, parks and recreational facilities, areas that serve as links between major recreation and open space reservations (such as trails, easements, and scenic roadways), and areas of outstanding scenic and cultural value; and
- **Open space for the protection of Native American sites**, including, but not limited to, places, features, and objects of historical, cultural, or sacred significance, such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in PRC Sections 5097.9 and 5097.993). Local Laws, Regulations, and Policies

The following section focuses on the key plans that regulate land use in the AMBAG region, which are the county and city general plans and LCPs, the Airport Land Use Compatibility Plans, and master plans regulating land dedicated to university campuses. This section outlines the status of those plans.

c. Local Laws, Regulations, and Policies

Monterey County

Monterey County General Plan

The Monterey County General Plan (Monterey County 2010a) includes 12 planning areas. The planning horizon year is 2030, with full buildout of 10,015 new residential units. One of the primary challenges that the Monterey County General Plan addresses is how to plan future growth when high quality farmlands are in the valley and flatlands, and have been forced to compete with urban developments, while foothills along the valley serve as natural and scenic resources unique to Monterey County (Monterey County 2010a).

City of Carmel-by-the-Sea General Plan

The City of Carmel-by-the-Sea adopted its General Plan in 2003 (City of Carmel-by-the-Sea 2003). The City combined its General Plan with its Local Coastal Plan to ensure coordination of these two documents. This General Plan includes the following elements: Land Use and Community Character, Circulation, Housing, Coastal Access and Recreation, Coastal Resource Management, Public Facilities and Services, Open Space/Conservation, Environmental Safety and Noise (City of Carmel-by-the-Sea 2003).

City of Del Rey Oaks General Plan

The City of Del Rey Oaks adopted the update to its General Plan in 1997 (City of Del Rey Oaks 1997). This General Plan includes the following elements: Land Use, Housing, Circulation, Conservation and Open Space, Safety and Noise. The overarching goal of this General Plan is to enhance the beauty, health, safety, and quality of life for residents (City of Del Rey Oaks 1997).

City of Gonzales General Plan

The City of Gonzales adopted the Gonzales 2010 General Plan in 2011 (City of Gonzales 2010). A focus of the 2010 General Plan is providing a long-range plan with an Urban Growth Area that contains approximately 2,150 acres of new land for urbanization. This General Plan includes the following elements: Land Use, Circulation, Housing, Community Health and Safety, Conservation and Open Space, Community Services and Facilities, Community Character and Sustainability (City of Gonzales 2010).

City of Greenfield General Plan

The City of Greenfield adopted the General Plan in 2005 (City of Greenfield 2005). In addition to the seven elements that are required by State law, this General Plan also includes the following elements: growth management, economic development, and recreation. The goals of the Greenfield General Plan are to promote a high quality physical and social environment with rural character, provide a full range of municipal services and support a people-oriented environment for all (City of Greenfield 2005).

City of Pacific Grove General Plan

The Pacific Grove 1994 General Plan (City of Pacific Grove 1994) is the principal policy document for guiding future conservation and development of the City. This General Plan includes the following elements: Land Use, Housing, Transportation, Parks and Recreation, Natural Resources, Historic and Archaeological Resources, Urban Structure and Design, Public Facilities and Health and Safety (City of Pacific Grove 1994). The City of Pacific Grove Local Coastal Program governs land use and development in the Pacific Grove Coastal Zone and consists of a land use plan and local implementation plan for the City (City of Pacific Grove 2020).

City of Marina General Plan

The City of Marina General Plan (City of Marina 2000) was adopted by the City in 2000. The overall goal of the Marina General Plan is the creation of a community which provides a high quality of life for all its residents; which offers a broad range of housing, transportation, and recreation choices; and which conserves irreplaceable natural resources. This General Plan includes the following elements: Community Land Use, Community Infrastructure and Community Development and Design (City of Marina 2000).

City of Monterey General Plan

The City of Monterey adopted the General Plan in 2005 (City of Monterey 2005). The General Plan goals and policies focus on preserving and enhancing Monterey's aesthetic environment, which the City developed around two central concepts: Monterey's special physical setting and its image as a town. This General Plan includes the following elements: Urban Design, Land Use, Circulation, Housing, Conservation, Open Space, Safety, Noise, Economic, Social, Historic Preservation and Public Facilities (City of Monterey 2005).

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City of Salinas General Plan

The City of Salinas General Plan (City of Salinas 2002) was adopted in 2002. The City is currently updating the Plan. Since the last comprehensive update in 1988, the city grew substantially and is now the largest city in Monterey County. The major focus of this General Plan is how to protect valuable agricultural resources while promoting a diversified economy. This General Plan includes the following elements: Land Use, Community Design, Housing, Conservation/Open Space, Circulation, Safety and Noise (City of Salinas 2002).

City of Seaside General Plan

The City of Seaside adopted the existing General Plan in 2004 (City of Seaside 2004). The City is currently updating the Plan. The main opportunities and challenges that this General Plan focuses on includes: encouraging the development and redevelopment of North Seaside, while revitalizing the central core of the community; establishing a positive and unique identity on the Monterey Peninsula; creating new job and revenue generating development opportunities; protecting natural resources, such as open space and scenic vistas as development occurs encouraging the provision and maintenance of quality development; and improving the overall quality of life. In addition to the required seven elements, this General Plan also includes Urban Design and Economic Development Elements (City of Seaside 2004).

City of Sand City General Plan

The City of Sand City adopted its General Plan in 2002 (City of Sand City 2002). The focus of the General Plan is to enhance the features that make this community unique, including that it is walkable, transit oriented and capable of providing an integration of residential and commercial uses. The themes of this General Plan are economic diversification, active redevelopment, enhanced community appearance and image, organized and well-planned growth, elimination of land use conflicts, and cohesive residential neighborhoods (City of Sand City 2002).

City of Soledad General Plan

The City of Soledad adopted its General Plan in 2005 (City of Soledad 2005). The primary focus of the Plan is to foster a climate conducive for expanded economic development in Soledad, including expanding opportunities for shopping and tourism, providing more and better paying jobs and ensuring affordable housing. In addition to covering the required seven elements, this General Plan also includes the Front Street Improvement Plan and Downtown Specific Plan (City of Soledad 2005).

City of King General Plan

The King City General Plan (City of King 1998) was adopted in 1998. The overall goal of the General Plan is to provide for orderly growth and development and to maintain a balanced

community. In addition to including the required seven elements, this General Plan also includes an Economic Development Element (City of King 1998).

Monterey County Airport Land Use Compatibility Plans

The four airports within Monterey County are: Monterey Regional Airport, Marina Municipal Airport, Mesa Del Rey Airport and Salinas Municipal Airport. The Monterey County Airport Land Use Commission updated the Airport Land Use Compatibility Plans (ALUCPs) for Monterey Regional Airport and Marina Municipal Airport in 2019 (Monterey County Airport Land Use Commission 2019a). The ALUC published the Draft ALUCPs for these two airports in January 2017. The ALUC published the plan for Salinas Municipal Airport in 1982 and the plan for Mesa Del Rey Airport in 1978. The goals of the ALUCPs are to protect residents from the negative environmental noise, safety and traffic impacts that can potentially be induced by airports (Monterey County Airport Land Use Commission, 1978, 1982, 2019a, 2019b).

California State University, Monterey Bay Comprehensive Master Plan

California State University, Monterey Bay (CSUMB) is in the process of updating its campus master plan. In October 2017, the Draft June 2017 version of the Comprehensive Master Plan is undergoing analysis through the production of an EIR in accordance with CEQA. The new Master Plan will build on earlier planning efforts that facilitated the transition of the campus from the former Fort Ord Army Base, to a 21st-century setting for teaching, learning and research. The Plan will consider a wide range of issues encompassing the academic environment, student and residential life, sustainability, mobility and infrastructure systems and connections with Monterey Bay communities (CSUMB 2017). The Draft EIR for the campus master plan was circulated for public comment in February 2022.

Santa Cruz County

Santa Cruz County General Plan

The Santa Cruz County Board of Supervisors adopted the 1994 General Plan and Local Coastal Program in 1994 (Santa Cruz County 1994). The 1994 General Plan consists of several parts that are organized into three volumes: the General Plan/Local Coastal Program Land Use Plan; a collection of Village, Town, Community and Specific Plans; and the General Plan and Local Coastal Program Environmental Impact Report. The prominent issues that the County focuses on in the 1994 General Plan are: providing adequate services, providing affordable housing, preserving the county's environmental quality and preventing conversions of agricultural lands. The General Plan is consistent with the County's policy of directing a large share of future growth into the incorporated cities, and the unincorporated areas within the Urban Services Line to preserve the character of the rural portion of the county (Santa Cruz County 1994).

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City of Scotts Valley General Plan

The City of Scotts Valley adopted its General Plan in 1994 (City of Scotts Valley 1994). The General Plan focuses on how to handle physical changes within the city that are a result of rapid population increase and local development. In addition to the seven mandatory elements, this General Plan also includes the Parks & Recreation and Public Services & Facilities Elements (City of Scotts Valley 1994). An update of the General Plan is underway.

City of Santa Cruz General Plan

The City of Santa Cruz 2030 General Plan (City of Santa Cruz 2012b) was adopted in 2012. The General Plan seeks to connect the University of California, Santa Cruz population with the residents of the Santa Cruz community. The 2030 General Plan expresses Santa Cruz community members' desires for the city's physical, economic, social, cultural, and environmental characteristics, and seeks to establish plans for future growth and improvement in the upcoming 25 years (City of Santa Cruz 2012b).

City of Capitola General Plan

The City of Capitola adopted the General Plan in 2014 (City of Capitola, 2014). The General Plan guiding principles focus on the following topics: community identity, community connections, neighborhoods and housing, environmental resources, economy, fiscal responsibility, mobility and health and safety. In addition to the seven mandatory elements, this General Plan also includes an Economic Development Element (City of Capitola 2014).

City of Watsonville General Plan

The City adopted the existing Watsonville 2005 General Plan in 1994 (City of Watsonville 1994). This General Plan addresses the following major issues: population growth, housing growth, agricultural preservation, and the provision of adequate and affordable housing. The General Plan includes the following elements: Growth and Conservation, Land Use, Urban Design, Housing, Children, Recreation, Environmental Resources, Circulation, Public Facilities and Public Safety (City of Watsonville, 1994). The Draft Watsonville Vista 2030 General Plan is the subject of ongoing litigation and has not replaced the 2005 General Plan (City of Watsonville 2021).

Santa Cruz County Airport Land Use Compatibility Plans

The Santa Cruz County Community Development Department is the ALUC with authority in Santa Cruz County. The 1994 General Plan and Local Coastal Program for the County of Santa Cruz and the Watsonville 2005 General Plan serve as the ALUCP for the Watsonville Municipal Airport, which is the only public airport in the County of Santa Cruz. In addition, in July 2017, the City of Watsonville published Watsonville Municipal Airport Regulations to augment the existing ordinances of the City of Watsonville Municipal Code that regulate land use activities within and near the Watsonville Municipal Airport (Santa Cruz County,

1994; City of Watsonville, 1994 and 2017a). The Watsonville Municipal Airport Master Plan is currently undergoing an update (City of Watsonville 2021).

University of California, Santa Cruz Long Range Development Plan

The University of California, Santa Cruz (UCSC) Long-Range Development Plan 2005-2020 (2005 LRDP) provides a comprehensive framework for the physical development of the UC Santa Cruz campus. The 2005 LRDP supports UCSC's academic, research and public service mission while maintaining the campus's strong traditions of environmental stewardship and sustainability. UCSC chose the 2020 planning horizon to match the original horizon of the City of Santa Cruz's new General Plan, underscoring the interrelatedness of UCSC and the greater community (University of California, Santa Cruz, 2005). The 2021 UCSC Long Range Development Plan was adopted by the University of California Board of Regents in September 2021 (University of California, Santa Cruz 2021).

San Benito County

San Benito County General Plan

The San Benito County 2035 General Plan (San Benito County, 2015a) sets a clear direction for the future of the county and includes goals, policies, and programs necessary to achieve the community's vision and guiding principles. This plan also addresses issues of sustainability, including environmental protection, economic expansion and diversification and equity. The plan was shaped over a three-year period by an extensive outreach process that engaged residents, businesses, stakeholders, developers, and decision-makers (San Benito County, 2015a).

City of Hollister General Plan

The City of Hollister General Plan (City of Hollister 2005), adopted in 2005, identifies growth as a major factor in the loss of agricultural land. As a result, the 2005 General Plan reduced the size of the city's planning area. Since adoption of the General Plan, further growth has been constrained by inadequate infrastructure, congestion on Highway 25, insufficient wastewater capacity issues and a moratorium on major development. The General Plan sets six major goals for the city: encourage pedestrian-friendly mixed use development downtown; provide core services in every neighborhood; encourage multiple modes of transportation; provide a range of housing styles and affordability levels; provide for an environment that encourages healthy living; and promote economic and environmental sustainability (City of Hollister 2005). The City is currently undergoing an update to its General Plan (City of Hollister 2021).

City of San Juan Bautista General Plan

The City of San Juan Bautista 2035 General Plan (City of San Juan Bautista 2015) was adopted in 2016. The General Plan's Land Use element sets out a vision for future growth in the city that includes: retention of agriculture and open space around the city's perimeter; reinvestment in existing neighborhoods; continued vitality of the downtown and the city's

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arts and cultural events; and a focus on infill development, community design and growth management (City of San Juan Bautista 2015).

San Benito County Airport Land Use Compatibility Plans

The San Benito County Airport Land Use Commission reviews development proposed within the Airport Influence Area of the Hollister Municipal Airport and Frazier Lake Airpark. The ALUC reviews applications in compliance with the policies in the Hollister Municipal Airport Land Use Compatibility Plan and the Comprehensive Land Use Plan - Frazier Lake Airpark (San Benito County 2012; 2019).

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact on land use:

1. Physically divide an established community; and/or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including, but not limited to, the General Plan, Local Coastal Program, or Zoning Ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

The 2045 MTP/SCS was assessed to determine whether the transportation projects and SCS land use pattern and strategies could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by AMBAG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. This evaluation of land use assumes that construction and development under the 2045 MTP/SCS would adhere to applicable federal, State, and local regulations and would conform to appropriate standards in the industry, as relevant for individual projects. Land use impacts related to implementation of the 2045 MTP/SCS land use development pattern and transportation projects would be inherently operational in nature and the following analysis discusses effects of the proposed Plan following implementation.

Impacts related to conflicts with habitat conservation plans or natural community conservation plans are discussed in Section 4.4, *Biological Resources*. Impacts related to population and housing are discussed in Section 4.13, *Population and Housing*.

b. Project Impacts and Mitigation Measures

The following section describes land use impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Impacts would apply in Monterey, San Benito, and Santa Cruz counties. Section 4.11.2.c summarizes the specific 2045 MTP/SCS transportation projects that could result in the types of land use

impacts discussed below. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Physically divide an established community
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Impact LU-1 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2045 MTP/SCS WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. THIS IS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In general, the 2045 MTP/SCS implements roadway projects and transportation improvements that would decrease traffic congestion, increase mobility, and improve alternative transportation infrastructure. Construction of additions to existing facilities and new facilities routinely involve temporary disruptions within established communities such as lane or road closures along roads and highways and service delays or detours for bus routes and passenger rail. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. With these controls, construction activities would not result in the physical division of established communities.

The 2045 MTP/SCS is intended to improve the system for all modes of transit so vehicles and non-motorized transit can use the streets simultaneously and safely. As a result, while roads may be expanded and widened under the 2045 MTP/SCS, these and/or other planned projects would include improvements to bicycle and pedestrian facilities. Because the existing roads subject to expansion or widening are already part of the communities in which they are located, such projects would not have the potential to divide those communities. The projects are intended to achieve goals of the 2045 MTP/SCS to increased mobility, reduce congestion and decrease GHG; therefore, the projects should result in bringing communities closer together rather than dividing them. New road, highway interchanges, bicycle lanes and ADA accessibility projects included in the 2045 MTP/SCS transportation system are long-planned projects that are typically included in local circulation elements. As such, they have been anticipated and accommodated in local land use planning and would be integrated into the community infrastructure. These projects would increase community connectivity and mobility.

The existing and new road projects contained in the 2045 MTP/SCS originate from either local circulation plans or state projects supported by cities and counties. The projects have therefore been coordinated with and integrated into local plans that support and connect communities consistent with state planning law.

The land use scenario envisioned by the 2045 MTP/SCS would encourage infill, mixed use, and transit oriented development within existing urbanized areas. The land use scenario accommodates the people, households, and jobs identified in the regional growth forecast,

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and prioritizes future growth within existing communities. This type of development would not divide a community; rather it would promote the development of existing vacant or underutilized properties. This would locate people closer to existing employment and goods and services within established communities. Buildout of the SCS land use scenario would result in more compact development in those established communities. Buildout of the SCS land use scenario would result in some outlying development that would not divide communities.

Implementation of the 2045 MTP/SCS land use strategies would integrate future development into existing communities along the existing transportation network and would therefore not physically divide established communities. Many proposed transportation projects, such as expansion of transit services or the building of active transportation infrastructure, are intended to improve mobility and accessibility and may, as a result, improve community connectivity. Impacts related to dividing an established community would therefore be less than significant.

Mitigation Measures

None Required.

Threshold 2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including, but not limited to, the General Plan, Local Coastal Program, or Zoning Ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

Impact LU-2 THE 2045 MTP/SCS WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION AND RESULT IN A PHYSICAL CHANGE TO THE ENVIRONMENT NOT ALREADY ADDRESSED IN OTHER RESOURCE CHAPTERS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In planning for projected growth in the region, the 2045 MTP/SCS represents a voluntary growth strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency general plans or land use regulation to implement the land use policies in the 2045 MTP/SCS. Thus, implementation of the 2045 MTP/SCS is dependent on local government policy decisions and voluntary action. The proposed 2045 MTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans and coastal plans. These plans are summarized above in Section 4.11.2, *Regulatory Setting*.

The vision for the 2045 MTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and enhance the transportation system to meet the diverse needs of the region through 2045. The 2045 MTP/SCS encourages a multimodal transportation network with emphasis on non-motorized transportation and land use patterns to reduce the distance between trip destinations.

The 2045 MTP/SCS will help the region reach its GHG emission reduction targets established by the California Air Resource Board (CARB) under SB 375, as discussed in Section 4.8 *Greenhouse Gas Emissions/Climate Change*. The 2045 MTP/SCS encourages infill and TOD development to reduce automobile traffic and commute trip lengths.

At the local level, the 2045 MTP/SCS builds on and incorporates regional and local planning efforts completed by the Regional Transportation Planning Agencies and local agencies through the general plan process. Other key regional and local examples include:

- University of California, Santa Cruz Long Range Development Plan
- California State University, Monterey Bay Master Plan

The land use scenario envisioned in the 2045 MTP/SCS was developed in close coordination with AMBAG member agency planning staff, the LAFCO within each of the three counties, and the 18 cities that comprise the AMBAG region. The envisioned land use scenario would build on the current local general plans of jurisdictions within the AMBAG region. This involved close coordination with each RTPA's Technical Advisory Committee, and the Planning Director's Forum. AMBAG held more than 80 one-on-one meetings with local jurisdictions to discuss the land use pattern including methodology, assumptions, growth projections, place types, opportunity areas, economic development, and the transportation network included in the 2045 MTP/SCS. While cities and counties are not required by SB 375 to make their plans consistent with the MTP/SCS, every effort was made to avoid inconsistencies.

The land use scenario envisioned by the 2045 MTP/SCS was modeled using the AMBAG Regional Travel Demand Model (RTDM) and GIS software to disaggregate the regional growth forecast to Transportation Zone Analysis (TAZ) levels, leveraging input of jurisdictional provided SCS PlaceTypes data and Opportunity Areas. The result is a spatial projection of future, allowable urbanization within each land use type that is broadly consistent with adopted local general plans.

Monterey County, Santa Cruz County, and cities within the counties have certified Local Coastal Programs (LCPS). In Monterey County, the cities of Carmel, Marina, Monterey, Pacific Grove, Sand City, and Seaside have certified LCPS; in Santa Cruz County, the cities of Capitola, Santa Cruz, and Watsonville have certified LCPS. Development that would occur within the Coastal Zone would be subject to the respective LCP. LCPs contain, generally, a land use plan, development code, and policy and zoning maps. Development in the coastal zone would also be subject to a coastal development permit when there would be a change in the use of land or water. The overall goal of applying for and receiving a coastal development permit is to ensure that a project is consistent with the Coastal Act, and by extension LCPs. However, conflict and some inconsistencies with LCPs could occur. A project that is not consistent with these policies (e.g., policies that do not allow transportation infrastructure within environmentally sensitive habitat areas or conversion of prime/working agricultural lands) is not approvable. To resolve a project's inconsistency with LCP policies, the applicant must either revise the proposed project or work with the applicable local government to amend the LCP, so long as the proposed

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~~project/amendment can demonstrate consistency with the Coastal Act. Meetings with local agency staff, as discussed above, resulted in consensus among the local agencies on a land use pattern and transportation network for the AMBAG region. While this consensus suggests~~ Even with this coordination, that the 2045 MTP/SCS would not conflict with key policies or regulations adopted to avoid or mitigate environmental impacts, as presented throughout this EIR, the 2045 MTP/SCS would result in significant and unavoidable impacts in several environmental issue areas, including: aesthetics/visual resources, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, and utilities, transportation, tribal cultural resources, and wildfire. The 2045 MTP/SCS would result in significant and unavoidable impacts to these environmental issue areas as disclosed in the respective EIR sections. The envisioned land use scenario would not result in additional impacts beyond the findings of significant and unavoidable impacts as already analyzed in respective environmental issue area sections of this EIR.

Therefore, the SCS land use and transportation projects envisioned within the 2045 MTP/SCS would result in conflicts with land use plans, policies, or regulations. However, the 2045 MTP/SCS would not result in a physical change to the environment that has not already been addressed in the other resource chapters of this EIR. The impacts of any such conflicts are described throughout this section of the EIR.

Mitigation Measures

Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the EIR to reduce impacts. No additional mitigation is required for this impact.

Significance After Mitigation

This impact would be less than significant.

c. Specific RTP Projects That May Result in Impacts

All proposed transportation projects listed in Appendix B and summarized in Section 2, *Project Description*, would associate with Impacts LU-1 and LU-2.

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4.12 Noise

This section evaluates noise and vibration impacts of the proposed 2045 MTP/SCS.

4.12.1 Setting

a. Overview of Noise and Vibration

The following discussion describes the characteristics of noise and vibration. These characteristics are used to assess potential impacts at sensitive land uses. Noise- and vibration-sensitive land uses include locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, senior facilities, schools, hospitals, guest lodging, libraries and some passive recreation areas are examples of typical noise- and vibration-sensitive land uses.

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013a).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; reducing the energy in half would result in a 3 dBA decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner in which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units).

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Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013a). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013a). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest RMS sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013a). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The

frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013b).

Noise and Vibration Sources

Many principal noise generators within the AMBAG region are associated with transportation (i.e., airports, freeways, arterial roadways, and railroads). Local collector streets are not considered significant noise sources as traffic volume and speeds are generally much lower than for freeways and arterial roadways. Generally, transportation-related noise is the dominant noise source within urban environments.

Similar to the environmental setting for noise, the vibration environment is typically dominated by traffic from nearby roadways and activity on construction sites. Heavy trucks typically operate on major streets and can generate groundborne vibrations that vary depending on vehicle type, weight, and pavement conditions. Nonetheless, vibration due to roadway traffic is typically not perceptible.

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Motor Vehicle Traffic

Motor vehicles, including cars/light trucks, buses, and various types of trucks, are the most substantial source of noise in most of the AMBAG region. This can be attributed to the extensive network of major, primary, and secondary arterials, as well as the large number of vehicle trips that occur each day. Within Monterey County, U.S. 101 and Highway 1 have the largest vehicle volumes and the highest noise levels. In 2020, daily traffic volumes on Highway 1 ranged from 13,178 vehicles south of Watsonville at the Monterey-Santa Cruz County line during off-peak months¹ to 83,272 vehicles between Del Monte Avenue/Fremont Boulevard and Lightfighter Drive in Monterey County during peak months. U.S. 101 daily traffic volumes in Monterey County ranged from 6,345 vehicles south of Bradley Road during off-peak months to 77,780 vehicles between Boronda Road and Laurel Drive during peak months (TAMC 2020).

Within Santa Cruz County, Highway 1 experiences the greatest level of traffic in the AMBAG region. In 2019, daily traffic on Highway 1 ranged from approximately 5,000 vehicles (Santa Cruz/San Mateo County line) to 98,000 vehicles (Capitola Avenue and Bay Avenue) (Caltrans 2019).

The noisiest single road corridor in San Benito County is U.S. 101, although it traverses only seven miles though a relatively undeveloped portion of the County. In 2019, daily traffic on U.S. 101 in San Benito County was between 40,600 and 83,800 vehicles (Caltrans 2019). Levels of highway noise typically range from 70 to 80 dBA at a distance of 50 feet from the highway (Federal Highway Administration 2003).

Additionally, the AMBAG region has many arterial roadways. Typical arterial roadways have one or two lanes of traffic in each direction. Noise from these sources can be a substantial environmental concern where buffers (e.g., buildings, landscaping, etc.) are inadequate to reduce noise levels or where the distance from centerline to sensitive uses is relatively small. Given typical daily traffic volumes of 10,000 to 40,000 vehicle trips, noise levels along arterial roadways can typically range from Ldn 70 to 80 dBA at a distance of 50 feet from the roadway centerlines (FHWA 2003).

Aircraft Operation

The AMBAG region has six public-use airports:

- Monterey Regional
- Salinas Municipal
- King City Municipal (Mesa del Rey)
- Marina Municipal
- Watsonville Municipal
- Hollister Municipal

¹ Off-peak counts were conducted in either March or April and peak counts were conducted during August or September.

Of these, only the Monterey Regional Airport has scheduled air carrier service.

In addition to the publicly-owned airports, several private airports operate in the region. Of these, the Frazier Lake Airpark is the only one that allows public use. The remaining privately owned airports are used to support the agricultural industry or are used for other business purposes.

There are currently two operational military airfields in the AMBAG region:

- Camp Roberts Army Airfield and Heliport
- Fort Hunter-Liggett Army Heliport

Railroad Operations

Rail lines for goods movement (e.g., agricultural materials) are located throughout the AMBAG region. The only regular rail passenger service currently operating in the region is provided by Amtrak, the most popular long distance passenger train in the U.S. The Coast Starlight, which connects Los Angeles to Seattle, stops in Salinas, is the only Amtrak rail station in the region. The route operates one train in each direction daily.

In 2012 the SCCRTC purchased a rail line extending almost 32 miles from Davenport to Pajaro and is evaluating the potential use of this rail line, in combination with projects to improve parallel corridors, to enhance mobility in the region.

Railroad operations generate high, relatively brief, intermittent noise events. These noise events are an environmental concern for sensitive uses located along rail lines and near sidings and switching yards. Locomotive engines and the interaction of steel wheels and rails are one primary source of rail noise. The latter creates rolling noise, which is caused by continuous rolling contact, impact noise when a wheel encounters a rail joint, turnout or crossover and squeal generated by wheel/rail friction on tight curves. For very high speed rail vehicles, air turbulence can be a significant source of noise. Air horns and crossing bell gates are another primary source of rail noise.

Rail operations generate varying noise levels depending on the type of rail activity. Heavier commuter or freight trains, which are diesel-powered, generate more noise than electrically-powered light-rail vehicles. According to the FTA, six commuter trains traveling at 50 miles per hour with a horn blowing generate a noise level of 81 dBA L_{eq} at 50 feet. This same activity without a horn generates a noise level of 68 dBA L_{eq} at 50 feet. In comparison, 12 light rail transit trains traveling 40 miles per hour generate a noise level of 65 dBA L_{eq} at 50 feet. These same light rail transit trains generate a noise level of 57 dBA L_{eq} at 20 miles per hour at 50 feet (FTA 2018).

According to the FTA Transit Noise and Vibration Impact Assessment guidance document (2018), vehicle propulsion rail units generate the following noises: (1) whine from electric control systems and traction motors that propel rapid transit cars, (2) diesel-engine exhaust noise from locomotives, (3) air-turbulence noise generated by cooling fans and (4) gear noise. Additional noise of motion is generated by the interaction of wheels/tires with their running surfaces. The interaction of steel wheels and rails generates three types of noise: (1) rolling

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noise due to continuous rolling contact, (2) impact noise when a wheel encounters a discontinuity in the running surface, such as a rail joint, turnout or crossover and (3) squeal generated by friction on tight curves.

When comparing electric- and diesel-powered trains, speed dependence is strong for electric-powered transit trains because wheel/rail noise dominates, and noise from this source increases strongly with increasing speed. On the other hand, speed dependence is less for diesel-powered commuter rail trains, particularly at low speeds where the locomotive exhaust noise dominates. As speed increases, wheel-rail noise becomes the dominant noise source and diesel- and electric-powered trains will generate similar noise levels. For transit vehicles in motion, close-by sound levels also depend upon other parameters, such as vehicle acceleration and vehicle length, plus the type/condition of the running surfaces. For very high-speed rail vehicles, air turbulence can also be a significant source of noise. In addition, the guideway structure can also radiate noise as it vibrates in response to the dynamic loading of the moving vehicle.

Industrial and Manufacturing

Noise from industrial complexes and manufacturing plants are characterized as stationary or point sources even though they may include mobile sources like heavy equipment. Local governments typically regulate noise from industrial, manufacturing and construction equipment and activities through enforcement of noise ordinance standards, implementation of general plan policies and imposition of conditions of approval for building or grading permits.

In general, in the AMBAG region and throughout California, industrial complexes and manufacturing plants are located away from sensitive land uses and, as such, noise generated from these sources has less of an effect on surrounding properties. In contrast to industrial and manufacturing facilities, construction sites are located throughout the AMBAG region and often within, or adjacent to, residential areas.

Construction Noise and Vibration

Noise and vibration from construction sites are characterized as stationary or point sources even though heavy construction equipment is often mobile. Construction activities typically generate high, intermittent noise and vibration on and adjacent to construction sites and related noise and vibration impacts are short-term, occurring primarily on weekdays and during daylight hours. The dominant source of noise from most construction equipment is their diesel engine. During pile driving or pavement breaking events, impact noise is the dominant source and equipment produces the highest vibration levels. Construction equipment operates in two modes, stationary and mobile. Stationary equipment operates in one location for one or more days at a time and can generate a constant noise level (e.g., pumps, generators, and air compressors) or variable noise levels (e.g., pile drivers and pavement breakers). Mobile equipment moves around the construction site (e.g., dozers,

tractors). Noise levels vary depending on the power cycle being used. Mobile equipment such as trucks, move to and from the site using adjacent streets/roads.

4.12.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Relevant federal regulations include those established by the FHWA, FTA, Federal Aviation Administration (FAA) and Department of Housing and Urban Development (HUD).

Federal Highway Administration

Title 23, Part 772 of the Code of Federal Regulations - Traffic Noise

Traffic noise impacts, as defined in 23 CFR § 772.5, occur when the predicted noise level in the design year approach or exceed the Noise Abatement Criteria (NAC) specified in 23 CFR § 772, or a predicted noise level substantially exceeds the existing noise level (a "substantial" noise increase). A "substantial increase" is defined as an increase of 12 dB L_{eq} during the peak hour of traffic. For sensitive uses, such as residences, schools, churches, parks and playgrounds, the NAC for interior and exterior spaces is L_{eq} 57 and 66 dB, respectively, during the peak hour of traffic noise. Table 4.12-1 summarizes NAC corresponding to various land use activity categories. Activity categories and related traffic noise impacts are determined based on the actual land use in a given area.

Title 40, Part 201 and Title 49, Part 210 of the Code of Federal Regulations - Railroad Noise

Federal regulations for railroad noise are contained in 40 CFR Part 201 and 49 CFR Part 210. The regulations set noise limits for locomotives and are implemented through regulatory controls on locomotive manufacturers. Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 CFR Part 205, Subpart B. The federal truck pass-by noise standard is 80 dB at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers. The FHWA regulations for noise abatement must be considered for federal or federally-funded projects involving the construction of a new highway or significant modification of an existing freeway when the project would result in a substantial noise increase or when the predicted noise levels approach or exceed the NAC.

Title 14, Part 36 of the Code of Federal Regulations - Aircraft Noise

Aircraft operated in the U.S. are subject to federal requirements regarding noise emissions levels. These requirements are set forth in Title 14 CFR, Part 36. Part 36 establishes maximum acceptable noise levels for specific aircraft types, taking into account the model year, aircraft weight and number of engines.

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Table 4.12-1 Noise Abatement Criteria

Activity Category	Hourly L_{eq}	Hourly L_{10} ¹	Analysis Location	Description of Activity Category
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67	70	Exterior	Residential
C	67	70	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios
E	72	75	Exterior	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F
F	–	–	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing
G	–	–	–	Undeveloped lands that are not permitted

¹ L_{10} is the level of noise exceeded for 10% of the time.

Source: FHWA 2017a

Title 23, Part 772 of the Code of Federal Regulations – Federal and Federal-Aid Highway Projects

Title 23 of the Code of Federal Regulations (23 CFR § 772) provides procedures for preparing operational and construction noise studies and evaluating noise abatement for federal and federal-aid highway projects. Under 23 CFR § 772.7, projects are categorized as Type I or Type II projects. FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes. A Type II project is a noise barrier retrofit project that involves no changes to highway capacity or alignment.

Type I projects include those that create a completely new noise source, increase the volume or speed of traffic, or move the traffic closer to a receiver. Type I projects include the addition of an interchange, ramp, auxiliary lane, or truck-climbing lane to an existing highway, or the widening an existing ramp by a full lane width for its entire length. Projects unrelated to increased noise levels, such as striping, lighting, signing and landscaping projects, are not considered Type I projects.

Under 23 CFR § 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. In such cases, 23 CFR § 772 requires that the project sponsor “consider” noise abatement before adoption of the environmental document. This process involves identification of noise abatement measures that are reasonable, feasible and likely to be incorporated into the project as well as noise impacts for which no apparent solution is available.

Federal Transit Administration

Noise Impact Criteria

The FTA has developed guidance to evaluate noise impacts from operation of surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in the 2018 FTA *Transit Noise Impact and Vibration Assessment* (FTA 2018). All mass transit projects receiving federal funding must use these guidelines to predict and assess potential noise and vibration impacts. As ambient levels increase, smaller increments of change are allowed to minimize community annoyance related to transit operations.

Department of Housing and Urban Development

Title 24, Part 51, Subpart B of the Code of Federal Regulations – Noise Abatement and Control

The mission of HUD includes fostering "a decent, safe and sanitary home and suitable living environment for every American." Accounting for acoustics is intrinsic to this mission as safety and comfort can be compromised by excessive noise. To facilitate the creation of suitable living environments, HUD has developed a standard for noise criteria. The basic foundation of the HUD noise program is set out in the noise regulation 24 CFR Part 51 Subpart B, Noise Abatement and Control.

HUD's noise policy clearly requires that noise attenuation measures be provided when proposed projects are to be located in high noise areas. Within the HUD Noise Assessment Guidelines, potential noise sources are examined for projects located within 15 miles of a military or civilian airport, 1,000 feet from a road or 3,000 feet from a railroad.

HUD exterior noise regulations state that 65 dBA L_{dn} noise levels or less are acceptable for residential land uses and noise levels exceeding 75 dBA L_{dn} are unacceptable. HUD's regulations do not contain standards for interior noise levels. Rather a goal of 45 decibels is set forth and the attenuation requirements are focused on achieving that goal. It is assumed that with standard construction methods and materials, any building will provide sufficient

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attenuation so that if the exterior level is 65 dBA L_{dn} or less, the interior level will be 45 dBA L_{dn} or less.

b. State Laws, Regulations, and Policies

Land Use Compatibility Guidelines

The Governor's Office of Planning and Research is required to adopt and periodically revise guidelines for the preparation and content of local general plans. The 2017 General Plan Guidelines (Governor's Office of Planning and Research 2017) establish land use compatibility guidelines. Where a noise level range is denoted as "normally acceptable" for the given land use, the highest noise level in that range should be considered the maximum desirable for conventional construction that does not incorporate any special acoustic treatment. The acceptability of noise environments classified as "conditionally acceptable" or "normally unacceptable" will also depend on the anticipated amount of time that will normally be spent outside the structure and the acoustic treatment to be incorporated in structural design.

With regard to noise-sensitive residential uses, the recommended exterior noise limits are 60 dBA CNEL for single-family residences and 65 dBA CNEL for multi-family residences. The recommended maximum interior noise level is 45 dBA CNEL, which could normally be achieved using standard construction techniques if exterior noise levels are within the levels described above.

California Department of Transportation

Caltrans establishes noise limits for vehicles licensed to operate on public roads (Caltrans 2013a). For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons gross vehicle rating) is also 80 dB at 15 meters from the centerline. For new roadway projects, Caltrans uses the NAC discussed above in connection with FHWA. In addition, Caltrans has published the *Traffic Noise Analysis Protocol* guidelines for assessing noise levels associated with roadway projects (Caltrans 2020a).

Caltrans has a *Transportation and Construction Induced Vibration Manual* that provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage (Caltrans 2020b).

Section 216 California Streets and Highways Code

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA L_{eq} in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA L_{eq} . If the noise levels generated from roadway sources exceed 52 dBA L_{eq} prior to the

construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

Airport Noise Standards and Compatibility Planning

The State of California has the authority to establish regulations requiring airports to address aircraft noise impacts near airports. The State of California's Airport Noise Standards, found in Title 21 of the California Code of Regulations, identify a noise exposure level of 65 dB CNEL as the noise impact boundary around airports. Within the noise impact boundary, airport proprietors are required to ensure that all land uses are compatible with the aircraft noise environment or the airport proprietor must secure a variance from the California Department of Transportation.

California Noise Insulation Standards

The California Noise Insulation Standards found in Title 24 of the California Code of Regulations set requirements for new multi-family residential units, hotels and motels that may be subject to relatively high levels of transportation-related noise. For exterior noise, the noise insulation standard is 45 dB L_{dn} in any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dB L_{dn} .

California Aeronautics Act

The State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the establishment of Airport Land Use Commissions (ALUCs), which are responsible for developing airport land use compatibility plans (ALUCPs) for noise-compatible land uses in the immediate proximity of a commercial or public airport (Section 21675). ALUCs have two major roles: preparation and adoption of airport land use compatibility plans, which address policies for both noise and safety and review of certain local government land use actions and airport plans for consistency with the land use compatibility plan

The ALUCP is the major tool for ALUC land use regulation. The intent of the ALUCP is to encourage compatibility between airports and the various land uses that surround them. ALUCPs typically include the development of noise contours to identify excessive airport-related noise levels and measures to reduce noise levels. For example, Monterey Regional Airport encourages noise abatement procedures related to quiet departure techniques.

The Aeronautics Division of the California Department of Transportation has published the *California Airport Land Use Planning Handbook* (Caltrans 2011). The purpose of the *California Airport Land Use Planning Handbook* is to provide guidance for conducting airport land use compatibility planning. This handbook includes a section related to noise and states, "The basic strategy for achieving noise compatibility in the vicinity of an airport is to prevent or limit development of land uses that are particularly sensitive to noise. Common land use strategies are ones that either involve few people (especially people engaged in noise-sensitive activities) or generate significant noise levels themselves (such as other transportation facilities or some industrial uses)."

c. Local Laws, Regulations, and Policies

To identify, appraise and remedy noise and vibration problems in local communities, each county and city in the AMBAG region is required to adopt a noise element as part of its General Plan. Local governments use the Governor's Office of Planning and Research's General Plan Guidelines (2017), including land use compatibility guidelines, to prepare General Plan noise elements.

Each noise element is required to analyze and quantify current and projected noise levels associated with local noise sources, including, but not limited to: highways and freeways, primary arterials and major local streets, rail operations, air traffic associated with the airports; local industrial plants; and other ground stationary sources that contribute to the community noise environment. Beyond statutory requirements, local jurisdictions are free to adopt their own goals and policies in their noise elements, although most jurisdictions have chosen to adopt noise/land use compatibility guidelines that are similar to those recommended by the State. Land use compatibility considers both existing noise levels in a community, as well as community attitudes toward dominant noise sources.

In addition to regulating noise through noise element policies, local jurisdictions regulate noise through enforcement of local ordinance standards. These standards generally relate to noisy activities (e.g., use of loudspeakers and construction) and stationary noise sources and facilities (e.g., air conditioning units and industrial activities).

As discussed above, the State Aeronautics Act (Public Utilities Code, Section 21670 et seq.) requires the preparation of an ALUCP for nearly all public-use airports in the State (Section 21675). An Airport Land Use Commission (ALUC) is responsible for preparing the ALUCPs and ensuring compatible land uses in the vicinity of airports within their jurisdiction (Section 21676). Monterey County and San Benito counties each have an ALUC and ALUCPs. The San Benito County ALUC most adopted an updated ALUCP for the Hollister Municipal Airport in 2012 and the Frazier Lake Airpark ALUP in 2019 (San Benito County ALUC 2012; San Benito County ALUC 2019). The Monterey County ALUC adopted the Monterey Regional Airport ALUCP in February 2019 and Marina Municipal Airport ALUCP in May 2019 (Monterey County 2019a and 2019b). Santa Cruz County, however, is exempt from having an ALUC or preparing an ALUCP because it has only one public use airport owned by a single city (Watsonville) (Caltrans 2011). Instead, the City of Watsonville is required to submit its general and specific plans to the Caltrans Division of Aeronautics for review.

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

The analysis of noise impacts considers the effects of both temporary construction-related noise and long-term noise associated with proposed transportation system improvements. Temporary construction noise was estimated based upon levels presented in the FTA *Transit Noise and Vibration Impact Assessment*. Long-term traffic-related noise was estimated using a modification of the Federal Highway Traffic Noise Model (TNM).

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact related to noise; AMBAG has added a threshold related to absolute noise increases:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of a substantial absolute noise increase over existing noise levels;
3. Generation of excessive ground-borne vibration or ground-borne noise levels; or
4. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The analysis of potential impacts includes an assessment of all applicable standards, including those established by local jurisdictions, counties, the State of California, and federal agencies, where appropriate.

Since this document analyzes noise impacts on a program level only, project level analyses for various projects within the 2045 MTP/SCS will be necessary in the future.

b. Project Impacts and Mitigation Measures

The following section describes noise impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in noise impacts as described in the following sections. Table 4.12-7 summarizes transportation projects that could result in the noise impacts discussed in this section.

Threshold 1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Threshold 2: Generation of a substantial absolute noise increase over existing noise levels

Impact N-1 CONSTRUCTION ACTIVITIES ASSOCIATED WITH TRANSPORTATION PROJECTS AND LAND USE PROJECTS UNDER THE 2045 MTP/SCS WOULD GENERATE A SUBSTANTIAL TEMPORARY INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS OR OVER EXISTING NOISE LEVELS, AND WOULD GENERATE A SUBSTANTIAL ABSOLUTE NOISE INCREASE OVER EXISTING NOISE LEVELS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The operation of equipment during the construction of roadway infrastructure, as well as infill development projects near transit and other land use development envisioned in the 2045 MTP/SCS, would result in temporary increases in noise in the immediate vicinity of

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individual construction sites. As shown in Table 4.12-2, average noise levels associated with the use of heavy equipment at construction sites can range from about 76 to 101 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and foundation development, which involve the use of equipment such as backhoes, bulldozers, shovels, and front-end loaders.

Table 4.12-2 Typical Construction Noise Levels (dBA)

Equipment	Typical Level 25 Feet from the Source	Typical Level 50 Feet from the Source	Typical Level 100 Feet from the Source	Typical Level 200 feet from the Source	Typical Level 800 Feet from the Source
Air Compressor	86	80	74	68	56
Backhoe	86	80	74	68	56
Concrete Mixer	91	85	79	73	61
Grader	91	85	79	73	61
Pile driver (Impact)	107	101	95	89	77
Pile driver (Sonic)	101	95	89	83	71
Jack Hammer	94	88	82	76	64
Paver	91	85	79	73	61
Saw	82	76	70	64	52
Scraper	91	85	79	73	61
Truck	90	84	78	72	60
Source: FTA 2018					

Noise generated by construction activity would be variable depending on the project and intensity of equipment used. Roadway widening and new roadway projects would likely require the operation of many pieces of heavy-duty equipment that generate high noise levels. Alternatively, pedestrian trail improvements would typically be less intense requiring minimal, if any, use of heavy equipment. There are instances where activities that typically generate lower noise levels would generate relatively high noise levels. For example, a pedestrian trail improvement may include bridge pilings or require heavy equipment to clear vegetation. This conservative analysis assesses construction noise based on the operation of heavy-duty equipment. Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance. Therefore, areas within 750 feet of construction site with heavy-duty equipment may be exposed to noise levels exceeding 65 dBA. Areas within 6,000 feet of impact pile drivers may be exposed to noise levels exceeding 65 dBA.

Some of the cities and counties in the AMBAG region include specific regulations in their municipal code to reduce construction noise impacts. In most cases, these regulations restrict construction activities to specific times and days (e.g., Seaside, Marina, Pacific Grove, and

Hollister). Such local policies serve to reduce the impacts of noise on surrounding communities by prohibiting construction during the night when people are engaged in noise-sensitive activities like sleeping.

Nevertheless, this impact is significant because applicable noise standards would be exceeded, or because a substantial temporary increase in ambient noise levels in the project vicinity would occur.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-1 Construction Noise Reduction

To reduce construction noise levels to achieve applicable standards, implementing agencies for transportation and land use projects shall implement the measures identified below where feasible and necessary.

- Implementing agencies of 2045 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 750 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.
- Designate an on-site construction complaint and enforcement manager for projects within 750 feet of sensitive receivers.
- Implementing agencies of the 2045 MTP/SCS shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.
- For any project within 6,000 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.
- Implementing agencies of 2045 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds.

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- Implementing agencies of 2045 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.
- The following timing restrictions shall apply to MTP/SCS project construction activities located within 2,500 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies.
- Construction activities shall be limited to:
 - Monday through Friday: 7 a.m. to 6 p.m.
 - Saturday: 9 a.m. to 5 p.m.
- Implementing agencies of 2045 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

Significance After Mitigation

Implementation of required mitigation would reduce impacts from construction noise. However, even with application of Mitigation Measures N-1 construction noise from all 2045 MTP/SCS projects may not be reduced below applicable thresholds and impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 3: Generation of excessive ground-borne vibration or ground-borne noise levels

Impact N-2 CONSTRUCTION ACTIVITIES ASSOCIATED WITH TRANSPORTATION PROJECTS AND LAND USE PROJECTS UNDER THE 2045 MTP/SCS WOULD GENERATE EXCESSIVE GROUND BORNE VIBRATION LEVELS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction-related vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration sensitive equipment. Vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Heavy construction operations can cause substantial vibration near the

source. As shown in Table 4.12-3, the highest impact caused by equipment such as pile drivers or large bulldozers can generate vibrations of 1.518 to 0.089 in/sec PPV at 25 feet. Like construction noise, vibration levels would be variable depending on the type of construction project and related equipment use.

Table 4.12-3 Construction Equipment Vibration Levels

Equipment		PPV at 25 feet (inches per second)	RMS at 25 feet (VdB)
Pile Driver (Impact)	Upper Range	1.518	112
	Typical	0.644	104
Pile Driver (Sonic)	Upper Range	0.734	105
	Typical	0.170	93
Vibratory Roller		0.210	95
Clam Shovel Drop (Slurry Wall)		0.202	94
Hydrol Mill (Slurry Wall)	In Soil	0.008	66
	In Rock	0.017	75
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58
Source: FTA 2018			

Typical project construction activities, such as the use of jackhammers, other high-power or vibratory tools, compactors and tracked equipment, may also generate substantial vibration (i.e., greater than 0.2 inches per second PPV) in the immediate vicinity, typically within 15 feet of the equipment. With scheduling controls, typical construction activities would be restricted to hours with least potential to affect nearby properties. Thus, perceptible vibration can be kept to a minimum and not result in human annoyance or structural damage.

Some specific construction activities result in higher levels of vibration. Pile driving has the potential to generate the highest vibration levels and is the primary concern for structural damage when it occurs within 50 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions, such as soil conditions, construction methods and equipment used. Depending on the proximity of existing structures to each construction site, the structural soundness of the affected buildings and construction methods, vibration caused by pile driving or other foundation work with a substantial impact component such as blasting, rock or caisson drilling and site excavation or compaction may be high enough to be perceptible within 100 feet and damage existing structures within 50 feet.

Some of the cities and counties in the AMBAG region include specific regulations in their municipal code to reduce construction vibration impacts. In most cases, these regulations

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restrict construction activities to specific times and days (e.g., Seaside, Marina, Pacific Grove, and Hollister). Such local policies serve to reduce the impacts of vibration on surrounding communities by prohibiting construction during the night when people are engaged in vibration-sensitive activities like sleeping.

Nevertheless, this impact is significant because transportation or land use project construction would cause excessive groundborne vibration or groundborne noise levels.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in construction noise impacts, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement Mitigation Measure N-1, listed under Impact N-1, and Mitigation Measure N-2, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

N-2 Physical Impacts Due to Vibration

If construction equipment would generate vibration levels exceeding acceptable levels as established by Caltrans (65 VdB to 80 VdB depending on frequency of the event and 0.1 to 0.6 PPV in/sec depending on building type), implementing agencies of the 2045 MTP/SCS shall, or can and should, complete the following tasks:

- Prior to construction, survey the project site for vulnerable buildings, and complete geotechnical testing (preconstruction assessment of the existing subsurface conditions and structural integrity), for any older or historic buildings within 50 feet of pile driving. The testing shall be completed by a qualified geotechnical engineer and qualified historic preservation professional and/or structural engineer.
- Prepare and submit a report to the lead agency that contains the results of the geological testing. If recommended by the preconstruction report implementing agencies shall require ground vibration monitoring of nearby historic structures. Methods and technologies shall be based on the specific conditions at the construction site. The preconstruction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease, and corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.
- To minimize disturbance withing 550 feet of pile-driving activities, implement “quiet” pile-driving technology, such as predrilling of piles and the use of more than one pile

driver to shorten the duration of pile driving), where feasible, in consideration of geotechnical and structural requirements and conditions as defined as part of the geotechnical testing, if testing was feasible.

- Use cushion blocks to dampen noise from pile driving.
- Phase operations of construction equipment to avoid simultaneous vibration sources

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction, as applicable.

Significance After Mitigation

Implementation of required mitigation would reduce impacts from construction vibration. However, even with application of Mitigation Measures N-1 and N-2, construction vibration from all 2045 MTP/SCS projects may not be reduced below applicable thresholds and impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Threshold 2: Generation of a substantial absolute noise increase over existing noise levels

Impact N-3 IMPLEMENTATION OF THE 2045 MTP/SCS WOULD GENERATE A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS OR OVER EXISTING NOISE LEVELS AND GENERATE A SUBSTANTIAL ABSOLUTE NOISE INCREASE OVER EXISTING NOISE LEVELS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Traffic

Overall traffic levels on highways and roadways in the AMBAG region are projected to increase as a result of regional growth through the year 2045 (refer to Section 4.15, *Transportation*). The 2045 MTP/SCS includes projects that would potentially increase traffic noise by increasing traffic levels along and in the vicinity of affected facilities. Such projects include: construction of new interchanges, roadway widening, roadway extensions, new roadways and improvements to roads that would allow increased traffic volumes. Widening projects, roadway extension and new roadways would accommodate additional traffic volumes and/or relocate noise sources closer to receivers. In addition, the anticipated number of annual vehicle miles traveled (VMT) in 2045 would increase from 17,331,954 under baseline conditions (2020) to 20,032,142 with the 2045 MTP/SCS, an increase of approximately 2,700,188 VMT, or approximately 16 percent. Although many areas along freeway and roadway corridors are at least partially shielded from traffic noise by

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topography, buildings, walls and other barriers, an increase in VMT and new and extended roadways would result in higher traffic noise levels as compared to baseline conditions. Therefore, this impact is significant because applicable noise standards would be exceeded, or because a substantial permanent increase in ambient noise levels in the project vicinity would occur.

Rail Operations

The 2045 MTP/SCS includes investments in passenger rail and train service, such as extending existing rail service from Gilroy to Salinas and providing commuter rail service from Hollister to Gilroy and Watsonville. The FTA has developed a screening procedure to identify locations where a rail project may cause a noise impact. The screening distances for requiring noise assessments for various types of projects are presented in Table 4.12-4.

Rail transit projects included in the 2045 MTP/SCS would be located in urban areas to facilitate ridership. Sensitive land uses would be located within proximity to new and expanded rail corridors, and would potentially be exposed to noise levels that exceed acceptable standards, a significant impact.

Table 4.12-4 Screening Distances for Noise Assessments – Rail Transit Projects (in feet)

Type of Project		Unobstructed	Intervening Buildings
Commuter Rail Mainline		750	375
Commuter Rail Station	With Horn Blowing	1,600	1,200
	Without Horn Blowing	250	200
Commuter Rail -Highway Crossing with Horns and Bells		1,600	1,200
Railroad Transit		700	350
Railroad Transit Station		200	100
Light Rail Transit		350	175
Streetcar		200	100
Access Roads to Stations		100	50
Low and Intermediate Capacity Transit	Steel Wheel	125	50
	Rubber Tire	90	40
	Monorail	175	70
Yards and Shops		1,000	650
Parking Facilities		125	75
Access Roads to Parking		100	50
Ventilation Shafts		200	100
Power Substations		250	125
Source: FTA 2018			

The 2045 MTP/SCS also includes new facilities that encourage more efficient intermodal transport using rail. The number of freight trains currently operating each day is dependent upon the demands of the industries using rail services and can vary greatly from day to day. While increases in freight rail transport would increase the number of freight trains, these trains would likely operate as-needed rather than on a fixed schedule. Therefore, noise levels and frequency of pass-by trips would continue to vary daily. Overall, however, an increase in train volumes would cause an increase in noise levels adjacent to rail corridors. Sensitive land uses would be located within proximity to new and expanded rail corridors, and would potentially be exposed to noise levels that exceed applicable local standards. Thus, there would be a significant impact.

Bus Operations

The 2045 MTP/SCS includes projects to expand transit bus service, such as express bus service from the City of Hollister to City of Salinas and City of Watsonville. Transit services along new routes may expose sensitive receptors to bus noise. The FTA has developed a screening procedure to identify locations where a bus project may cause a noise impact. The screening distances for requiring noise assessments for various types of projects is presented in Table 4.12-5.

Table 4.12-5 Screening Distances for Noise Assessments – Bus Transit Projects (in feet)

Type of Project		Unobstructed	Intervening Buildings
Busway		500	250
BRT on Exclusive Roadway		200	100
Bus Facilities	Access Roads	100	50
	Transit Mall	225	150
	Transit Center	225	150
	Storage and Maintenance	350	225
	Park and Ride Lots with Buses	225	150

Source: FTA 2018

Increased frequency of bus service along existing corridors would also increase noise exposure. However, the addition of local buses and shuttles is unlikely to increase noise by significant levels as bus routes would be in urban areas with high ambient noise levels. In addition, the 2045 MTP/SCS also includes projects to replace older diesel buses with new compressed natural gas buses that produce less noise. Overall, however, sensitive land uses would be located within close proximity to new bus activity, and would potentially be exposed to noise levels that exceed applicable local standards. Therefore, there would be a significant impact.

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Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2045 MTP/SCS program where applicable for transportation projects that result in significant mobile source noise levels, and where feasible and necessary based on project and site specific considerations. The measure below does not apply to land use projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

N-3 Noise Assessment and Control for Mobile and Point Sources

Sponsor agencies of 2045 MTP/SCS transportation projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receivers. The implementing agency shall ensure that a noise survey is conducted that, at minimum:

- Determines existing and projected noise levels
- Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards
- Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas
- If warranted, recommends methods for mitigating noise impacts, including:
 - Appropriate setbacks
 - Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials
 - Use of sound barriers (earthen berms, sound walls, or some combination of the two)

Where new or expanded roadways, rail, or transit projects are found to expose receivers to noise exceeding normally acceptable levels, the implementing agency shall implement techniques as recommended in the project specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks (design adjustments) and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms. Other techniques such as rubberized asphalt or “quiet pavement” can be used where feasible to reduce road noise for new roadway segments or modifications requiring repaving. The effectiveness of noise reduction measures shall be monitored by taking noise measurements and installing adaptive mitigation measures to achieve applicable standards.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.

Significance After Mitigation

Implementation of the above mitigation measure would reduce noise from mobile sources. However, even with implementation of Mitigation Measure N-3, mobile source noise from buildout of the 2045 MTP/SCS may continue to impact nearby noise sensitive receivers and exceed acceptable standards. Impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Threshold 2: Generation of a substantial absolute noise increase over existing noise levels

Impact N-4 THE PROPOSED 2045 MTP/SCS LAND USE SCENARIO WOULD ENCOURAGE INFILL DEVELOPMENT NEAR TRANSIT AND OTHER TRANSPORTATION FACILITIES, WHICH WOULD GENERATE A SUBSTANTIAL INCREASE IN AMBIENT NOISE LEVELS IN EXCESS OF STANDARDS OR OVER EXISTING NOISE LEVELS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The 2045 MTP/SCS is based on a land use and transportation scenario which defines a pattern of future growth and transportation system investment for the region emphasizing an infill approach near transit and other transportation facilities such as bicycle networks. Population and job growth is allocated principally within existing urban areas near public transit and existing transit corridors. New noise-sensitive development in infill areas could be exposed to noise levels exceeding the 65 dBA L_{dn} standard for residential land uses. Potential sources of noise exposure include traffic, rail and/or bus operations, commercial activity, and industrial activity. New development in infill areas near transit may also expose existing noise-sensitive uses to noise levels exceeding local noise standards. Impacts would be significant because applicable noise standards would be exceeded, or because infill project residents would be exposed to a substantial increase in ambient noise levels.

Mitigation Measures

Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2045 MTP/SCS, and where feasible and necessary based on project and site specific considerations. The mitigation measure outlined below does not apply to transportation projects. Project specific environmental documents may adjust this mitigation measure as necessary to respond to site specific conditions.

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N-4 Noise Mitigation for Land Uses

If a 2045 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency can and should ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.

Significance After Mitigation

Implementation of the above mitigation measure would reduce noise for sensitive land uses in areas that exceed noise standards. However, even with implementation of Mitigation Measure N-4 noise from buildout of the 2045 MTP/SCS may continue to impact nearby noise sensitive receptors and exceed acceptable standards. Impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 3: Generation of excessive ground-borne vibration or ground-borne noise levels

Impact N-5 THE PROPOSED 2045 MTP/SCS WOULD RESULT IN NEW TRUCK, BUS AND TRAIN TRAFFIC THAT WOULD GENERATE EXCESSIVE VIBRATION LEVELS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The primary vibration sources associated with transportation system operations include heavy truck and bus traffic along roadways and train traffic along rail lines. However, vehicle traffic, including heavy trucks traveling on a highway, rarely generate vibration amplitudes high enough to cause structural or cosmetic damage, except in rare cases (e.g., where heavy truck traffic passes near fragile older buildings). Heavy trucks traveling over potholes or other pavement irregularities can cause vibration high enough to result in complaints from nearby residents. These conditions are commonly addressed by smoothing the roadway surface. Based on vibration measurements throughout California by Caltrans, worst-case traffic vibrations were shown to drop below the threshold of perception at distances of 150 feet or greater (Caltrans 2013b). Given that sensitive receivers are located within 150 feet of transportation facilities within the AMBAG region, and that 2045 MTP/SCS transportation

projects include roadway expansion and construction of new highways, significant impacts related to vibration associated with truck traffic would occur.

Rail activity is also a source of vibration. Caltrans conducted measurements of vibration levels associated with train activity throughout the State and found a peak vibration level of 0.36 inches per second PPV at ten feet from the track (Caltrans 2004). Based on this reference vibration level, vibrations from train activity drop below the threshold of perception at distances greater than 250 feet. The 2045 MTP/SCS includes the development of additional railway facilities along existing tracks, extension of existing railways and construction of new rail lines, as well as establishment of a new Amtrak rail route. This would potentially increase rail activity along existing lines and also introduce rail activity to new areas. These changes may expose nearby sensitive receptors and fragile buildings to a substantial increase in vibration levels relative to the existing condition. Impacts would be significant because excessive groundborne vibration or groundborne noise levels would be generated.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts, and where feasible and necessary based on project and site specific considerations. These measures can and should also be implemented for future infill projects near transit pursuant to the 2045 MTP/SCS that would result in vibration impacts. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-5 Vibration Mitigation for Transportation Projects

Where local vibration and groundborne noise standards do not apply, implementing agencies of 2045 MTP/SCS projects shall comply with guidance provided by the FTA in the most recent version of the *Transit Noise and Vibration Impact Assessment* to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that would be considered to reduce vibration and groundborne noise impacts include, but are not limited to:

- **Rail Traffic**
 - Maximizing the distance between tracks and sensitive uses
 - Conducting rail grinding on a regular basis to keep tracks smooth
 - Conducting wheel truing to re-contour wheels to provide a smooth-running surface and removing wheel flats
 - Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats;
 - Implementing operational changes such as limiting train speed and reducing nighttime operations.

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▪ **Bus and Truck Traffic**

- Constructing of noise barriers
- Use noise reducing tires and wheel construction on bus wheels
- Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for AMBAG transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.

Significance After Mitigation

Implementation of the above mitigation measure would reduce potential impacts to a less than significant level. However, even with implementation of Mitigation Measure N-5, vibration from buildout of the 2045 MTP/SCS may continue to be excessive. Impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 4: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Impact N-6 PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD BE LOCATED IN CLOSE PROXIMITY TO EXISTING AIRPORTS SUCH THAT APPLICABLE EXTERIOR AND INTERIOR NOISE THRESHOLDS WOULD BE EXCEEDED. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The 2045 MTP/SCS emphasizes infill development near transit and other transportation facilities. Public airports typically service entire regions, whereas smaller private airports or airstrips tend to serve local users. However, like other noise sources, noise from airports and aircraft flight events have the greatest effect on nearby land uses. As shown in Table 4.12-6, there are five public use and four private use airports in the AMBAG region that serve commercial and general aviation users.

Table 4.12-6 Public and Private Airports within the AMBAG Region

Airport	Public/Private Use	Airport Land Use Compatibility Plan (YES/NO)
Monterey County		
Monterey Regional Airport	Public	Yes
Marina Municipal Airport	Public	Yes
Mesa Del Rey Airport	Public	No
Salinas Municipal Airport	Private	Yes
San Benito County		
Hollister Municipal Airport	Public	Yes
Frazier Lake Airpark	Private	Yes
Santa Cruz County		
Watsonville Municipal Airport	Public	Yes
Bonny Doon Private Airport	Private	No
Monterey Bay Academy Airport, Watsonville	Private	No
AMBAG Total	9	

Most of these airports and airfields have an active Airport Land Use Compatibility Plan (ALUCP) (or the equivalent) to discourage incompatible land uses within the vicinity of the airport. For example, the ALUCP for Monterey Regional Airport includes information on the types of compatible land use developments within the 70-CNEL contour for airport operations which include noise and height restrictions (Monterey County 2019a). However, even with ALUCPs the potential still exists for forecasted development consistent with the proposed 2045 MTP/SCS to occur in areas of 70 dBA CNEL, exceeding recommended airport noise thresholds of 65 dBA CNEL for residential land uses and the project-specific land use compatibility thresholds of 70 dBA CNEL.

In addition to consideration of exterior CNEL noise levels, increases in interior noise levels near airports have the potential to result in sleep disturbance at nearby sensitive land uses. In accordance with the Federal Interagency Committee on Noise (FICON) guidance, aircraft-generated interior single-event noise levels of 65 dBA could result in a 5 percent or less chance of awakening someone (FICON 1992). Local land use compatibility standards contained in city and county general plans would typically dictate whether specific site review was required for construction of sensitive land uses in areas potentially affected by aircraft noise. However, given the regional scale of the proposed 2045 MTP/SCS, it is possible that the plan's forecasted land use development pattern could result in exposure to exterior and interior noise levels from existing airports or airstrips that exceed applicable thresholds. There would be a potentially significant impact resulting from excessive airport noise levels if projected development were to occur in close proximity to existing airports or airstrips. These impacts would require mitigation. Because implementation of the proposed 2045 MTP/SCS land use development pattern could potentially result in land use development being located in close proximity to existing airports such that applicable exterior and interior

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noise thresholds would be exceeded, thereby exposing people residing or working in the area to excessive noise levels. This is a significant impact.

Some transportation projects in the 2045 MTP/SCS would be within the vicinity of a private airstrip or an airport land use plan. Individuals would not be exposed to airport-related noise during operation of these projects, as they would not entail habitable structures or other facilities in which people would work or visit. However, during construction of these projects, construction personnel would be exposed to excessive noise levels. Such exposure would be temporary, and therefore considered less than significant.

Mitigation Measures

These measures can and should also be implemented for future land use development projects near existing public or public use airports. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

N-6 Noise Mitigation Near Airports

Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, or within two miles of a private use airport, shall require a site specific noise compatibility study. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads, such as dual paned windows. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.

Significance After Mitigation

To the extent that a local agency requires an individual project to implement the feasible mitigation measure described above, the appropriate design and building construction would ensure compliance with relevant plans or codes, and this impact would be reduced to a less than significant level. However, even with implementation of Mitigation Measure N-6 noise from buildout of the 2045 MTP/SCS may continue to impact nearby noise sensitive receptors and exceed acceptable standards. Impacts would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

c. Specific MTP/SCS Projects That May Result in Impacts

Table 4.12-7 identifies examples of transportation projects with the potential to cause or contribute to direct or indirect impacts to noise such as those discussed above. These projects are representative and were selected based on their potential scope and likelihood of disturbing agricultural lands. Additional specific analysis would be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects.

Table 4.12-7 2045 MTP/SCS Projects that May Result in Noise/Vibration Impacts

AMBAG Project No.	Project	Location	Impact
MON-CT011-CT	SR 68 Corridor Improvements	Monterey County	N-1, N-2, N-4
MON-SOLO14-SO	SR 146 Bypass (Pinnacles Parkway)	Soledad	N-1, N-2, N-4
MON-CT031-CT	U.S. 101 – South of Salinas Improvements	Monterey County	N-1, N-2, N-4
MON-MST011-MST	Salinas Bus Rapid Transit	Salinas	N-1, N-2, N-4
MON-TAMC003-TAMC	Rail Extension to Monterey County, Phase 1	Monterey County	N-1, N-2, N-4
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Monterey County	N-1, N-2, N-4
SB-CT-A44	Highway 25 Expressway Conversion Project, Phase 1	San Benito County	N-1, N-2, N-4
SB-CT-A45	Route 25 Expressway Conversion Project, Phase II	San Benito County	N-1, N-2, N-4
SB-COH-A11	Union Road (formally Crestview Drive) Construction	Hollister	N-1, N-2, N-4
SB-COH-A18	Westside Boulevard Extension	Hollister	N-1, N-2, N-4
SB-SJB-A07	Third Street Extension	San Juan Batista	N-1, N-2, N-4
SB-SBC-A82	Flynn Road Extension	Hollister and San Benito County	N-1, N-2, N-4
SB-SJB-A09	Connect Lang Street to the Alameda	San Juan Batista	N-1, N-2, N-4
SC-RTC-24e-RTC	2 - Highway 1: Auxiliary Lanes from 41 st Avenue to Soquel Avenue and Chanticleer Bicycle and Pedestrian Bridge	Santa Cruz	N-1, N-2, N-4
SC-RTC-24g-RTC	4 - Hwy 1 Auxiliary Lanes and Bus on Shoulders: Freedom Blvd to State Park Dr	Santa Cruz Cuntty	N-1, N-2, N-4
SC-RTC-24r-RTC	94 - Highway 1: State Park Drive – Bay/Porter Auxiliary Lanes, Bus on Shoulders, and Mar Vista Bicycle and Pedestrian Crossing	Santa Cruz	N-1, N-2, N-4

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AMBAG Project No.	Project	Location	Impact
SC-MTD-P12-MTD	Highway 17 Express Service Restoration and Expansion	Santa Cruz County	N-1, N-2, N-4
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Santa Cruz County	N-1, N-2, N-4

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4.13 Population and Housing

This section evaluates the population and housing impacts of the proposed 2045 MTP/SCS.

4.13.1 Setting

The information presented in this section was compiled from multiple sources, including U.S. Department of Housing and Urban Development (HUD), AMBAG's 2022 Regional Growth Forecast, and General Plans and associated EIRs for jurisdictions in the AMBAG region.

a. Growth Forecasting

The 2022 Regional Growth Forecast (AMBAG 2020) projects the region's population, housing, and employment to 2045. The 2022 Regional Growth Forecast is used to support regional planning efforts such as the Regional Travel Demand Model and the 2045 MTP/SCS as well as local planning such as the development of General Plans and project review.

Developing population, housing, and employment forecast estimates for the AMBAG region consists of two distinct stages. The first stage is the identification of regional and county level forecast figures with widely accepted forecasting methodologies. The second stage is the disaggregation of county level forecast numbers to the jurisdictional level and subsequently to the Traffic Analysis Zones (TAZ), using data gathered from jurisdictions (AMBAG 2020).

b. Existing Population, Housing, and Employment

Existing population, housing units and employment for unincorporated Monterey, San Benito, and Santa Cruz County and the 18 cities in the AMBAG region are shown in Table 4.13-1. As of 2020, the region contains 774,729 residents, 267,812 housing units and 406,280 jobs, with a jobs to housing ratio of 1.52 (AMBAG 2020). From 2015 to 2020, the number of housing units in the region increased by approximately 2 percent and is estimated to increase approximately 12percent through 2045.

Monterey County's housing stock increased approximately 2 percent from 2015 to 2020 and is estimated to increase by approximately 11 percent through 2045. According to the Department of Finance (DOF), there were an estimated 3.30 persons per household in Monterey County as of January 1, 2021 (DOF 2021). The median housing price in Monterey County is \$731,564 and home values have increased 16.6 percent from 2020 to 2021 (Zillow 2021a).

San Benito County's housing stock increased by approximately 9 percent from 2015 to 2020 and is estimated to increase by approximately 33 percent through 2045. Persons per household in San Benito County is estimated to be 3.24 as of January 2021 (DOF 2021). Housing stock in San Benito County would exceed the region's total growth. The median housing price in San Benito County is \$772,300 and home values have increased 19.9 percent from 2020 to 2021 (Zillow 2021b).

Santa Cruz County housing stock increased approximately 1 percent from 2015 to 2020 and is estimated to increase approximately 9 percent through 2045. As of January 2021, Santa

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Cruz County has an estimated 2.62 persons per household (DOF 2021). Of all three counties in the AMBAG region, Santa Cruz County would have the least amount of growth in housing stock and the lowest estimated persons per household. The median housing price in Santa Cruz County is \$1,069,419 and home values have increased 23.3 percent from 2020 to 2021 (Zillow 2021c). Santa Cruz County median home values are the highest in the AMBAG region.

Table 4.13-1 2020 Population, Housing and Employment for the AMBAG Region

Jurisdiction	Population	Housing Units	Jobs
Monterey County	441,143	141,764	243,015
Carmel-by-the-Sea	3,949	3,437	3,566
Del Rey Oaks	1,662	741	748
Gonzales	8,506	1,987	6,326
Greenfield	18,284	3,981	7,882
King City	14,797	3,432	8,195
Marina	22,321	7,784	6,548
Monterey	28,170	13,705	40,989
Pacific Grove	15,265	8,201	8,016
Salinas	162,222	43,411	78,874
Sand City	385	189	2,092
Seaside	33,537	10,920	10,476
Soledad	25,301	4,137	9,010
Unincorporated County Territory	106,744	39,839	60,293
San Benito County	62,353	19,913	23,263
Hollister	40,646	11,917	15,492
San Juan Bautista	2,112	819	557
Unincorporated County Territory	19,595	7,177	7,214
Santa Cruz County	271,233	106,135	140,002
Capitola	10,108	5,554	12,250
Santa Cruz	64,424	23,954	43,865
Scotts Valley	11,693	4,739	10,109
Watsonville	51,515	14,226	28,514
Unincorporated County Territory	133,493	57,662	45,264
AMBAG Total	774,729	267,812	406,280

Source: AMBAG's 2022 Regional Growth Forecast.

4.13.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970

The Federal Uniform Relocation and Real Property Acquisition Policies Act (Uniform Act), 42 U.S.C. § 4601 et seq., passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects (HUD 2017b).

Title 23 CFR 450.322(f)

The Code of Federal Regulations, Title 23 CFR 450.322(f) requires that the metropolitan planning organization (MPO) update the regional transportation plan using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.

b. State Laws, Regulations, and Policies

California Relocation Assistance Act

The California Relocation Assistance Act of 1971 (Government Code § 7260 et seq.) is similar to the Uniform Relocation Assistance Act of 1970 (federal). However, it applies to State and local programs and projects that receive State funding, regardless of whether they receive federal funding. The Act requires notification, counseling, social services, and financial assistance for persons displaced by transportation and land redevelopment projects. These procedural protections and benefits apply when the project causing the displacement has received State funding during any phase of the program or project, even if it did not receive federal funding.

Homeowners and Private Property Protection Act of 2008

Proposition 99, the Homeowners and Private Property Protection Act, was approved by voters in 2008. Proposition 99 amended the State Constitution and prohibits local agencies from using eminent domain to acquire owner-occupied residences and transferring it to private entities.

California Government Code, Section 65583

California Government Code Section 65583 specifies the State Housing Element requirements. The Housing Element is one of the State-mandated elements of the General Plan and is updated every eight years. The State Department of Housing and Community Development (HCD) is responsible for reviewing Housing Elements to ensure compliance with State law.

Housing Element Law

Enacted in 1969, housing element law (Government Code §§ 65580–65589.8) mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the State rests largely upon the effective implementation of local general plans and, in particular, local housing elements. Housing element law also requires HCD to review local housing elements for compliance with State law and to report its written findings to the local government.

Government Code Section 65583 (SB 2, Chapter 633, Statutes of 2007) strengthens State housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing, or supportive housing development by limiting the instances in which local governments can deny such developments.

Regional Housing Needs Allocation

California Government Code Sections 65583(a)(1) and 65584 require that each Council of Government (COG) consult with the California Department of Housing and Community Development (HCD) who determine each region's existing and projected housing need through preparation of a Regional Housing Needs Determination (RHND). The COG is then responsible for allocating a share of the regional housing need to each city and county based on a COG approved methodology. The Regional Housing Needs Allocation (RHNA) Plan documents the preparation of the RHNA methodology and each jurisdiction's housing allocation. The existing and future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHND also accounts for units expected to be lost because of demolition, natural disaster, or conversion to non-housing uses. The sum of these factors—household growth, vacancy need, overcrowding, cost burden, and replacement need—form the “determination” assigned to each region. Finally, RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. AMBAG prepares RHNA Plan for Monterey and Santa Cruz counties while SBtCOG prepares RHNA for San Benito County.

Senate Bill 375

Senate Bill 375 (SB 375) (Chapter 728, Statutes of 2008) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill 32 (AB 32). SB 375 requires California metropolitan planning organizations to develop an SCS as part of the RTP, with the purpose of identifying policies and strategies to reduce per capita automobiles and light duty trucks generated GHG emissions. The SCS must:

- Identify the general location of land uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all the population of the region;
- Identify areas within the region sufficient to house an 8-year projection of the regional housing need;
- Identify a transportation network to service the regional transportation needs;
- Gather and consider the best practically available scientific information regarding resources areas and farmland in the region; and
- Consider the State housing goals; set forth a forecasted development pattern for the region; and allow the RTP to comply with the federal Clean Air Act of 1970 (42 U.S. Code Section 7401 et seq.).

SB 375 now synchronizes the schedules of the RHNA and RTP processes. The RHNA, which is adopted concurrently with the RTP, must also allocate housing units within the region consistent with the development pattern included in the SCS.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP to encourage closer coordination between the housing and transportation planning completed by local governments and metropolitan planning organizations. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program that set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period and requires that each action have a timetable for implementation.

c. Local Laws, Regulations, and Policies

Monterey County

Monterey County adopted its Housing Element in 2016 (Monterey County 2016). The Housing Element contains several goals, policies and implementations that aim to improve the housing supply, the range of housing types and housing affordability levels. For example, Goal

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H-2, *Assist in the provision of housing that meets the needs of all socioeconomic segments of the County*, provides policies that support the development of housing affordable to the general workforce of Monterey County and address housing needs of special populations and extremely low income households through a range of housing options. In addition to incentivizing affordable housing, Goal H-3, *Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price and tenure, that achieves an optimal jobs/housing balance, conserves resources and promotes efficient use of public services and infrastructure*, aims to provide an adequate supply and diversity of housing in the County.

City of Carmel-by-the-Sea

The City of Carmel-by-the-Sea adopted its Housing Element in 2015. The purpose of the City's Housing Element is to identify adequate sites for a range of housing types, assist in the development of adequate and affordable housing, address constraints to meeting the City's housing needs, conserve and improve the condition of existing housing, and promote housing opportunities for all persons (City of Carmel-by-the-Sea 2015). For example, Goal G3-3, *Provide adequate sites for the development of a wide range of housing types for all citizens*, includes policies and programs that would meet housing growth needs through development of surplus sites, small sites, and adequate sites.

City of Del Rey Oaks Housing Element

The City of Del Rey Oaks adopted its Housing Element in 2019. The goals and policies of the Housing Element are intended to support the vision statements contained in the City's General Plan, as well as the land use classifications for residential, commercial, and open space (City of Del Rey Oaks 2019). For example, Goal B, *The City will encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future housing needs in the City*, includes policies that would encourage the adoption of an inclusionary housing ordinance, homeownership housing, incentives for affordable housing, and affordable rentals.

City of Gonzales Housing Element

The City of Gonzales adopted its Housing Element in 2015 (City of Gonzales 2015). The goals and policies of the Housing Element include goals such as Goal HE-2, *Safe, sanitary, affordable housing opportunities for lower and moderate-income residents of Gonzales*, which includes policies such as encouraging affordable housing, and Goal HE-3, *Better housing opportunities for seniors, disabled persons, large families, single parent families, farmworkers, and persons in need of emergency shelter*, which includes policies and implementing programs for the provisioning of housing for special needs populations.

City of Greenfield Housing Element

The City of Greenfield adopted its Housing Element in 2016 (City of Greenfield 2016). The goals and policies of the Housing Element are intended to preserve, improve, and develop

housing. The framework of the Goals and policies guide the community's decision making. For example, Goal 6.1, *Housing sites for all income levels*, includes policies and programs for accommodating the City's regional share of new housing for all income groups and Goal 6.2, *Adequate affordable housing*, includes policies and programs for promoting and assisting with the development of affordable housing, reducing housing constraints imposed by zoning regulations and approval processes, and allowing a variety of housing and lot designs.

City of King Housing Element

The City of King Housing Element was adopted in February 2016 (City of King 2016). The Housing Element includes goals such as Goal 1, *Provide new housing units accessible to all members of the community in accordance with the regional fair share housing goals*, and Goal 3, *Meet the housing needs of special groups of City residents, including a growing farmworker senior population, large families, single mothers, homeless, and the disabled*.

City of Marina Housing Element

The City of Marina Housing Element was adopted in 2016 (City of Marina 2016). The Housing Element includes goals such as ensuring the provision of adequate sites for a range of housing types to ensure housing is available for a range of needs; assist in the development of adequate housing to meet the needs of extremely low, very low, low and moderate income households; address governmental constraints to the construction and preservation of housing where feasible; conserve and improve the condition of the existing affordable housing stock; and promote equal housing opportunities to address a range of community needs.

City of Monterey Housing Element

The City of Monterey Housing Element was adopted by the City in 2016 (City of Monterey 2016). The Housing Element includes goals and policies such as Goal a, *Promote construction of new ownership housing units and conservation of existing ownership housing units to maintain and/or improve the existing balance between owner and rental units in Monterey*, which includes policies to encourage production of new housing units and encourage the conservation of existing homeownership opportunities.

City of Pacific Grove Housing Element

The City of Pacific Grove adopted its Housing Element in 2016 (City of Pacific Grove 2016). The goals and policies of the Housing Element include goals such as Goal 1, *Support the maintenance and rehabilitation of the city's existing housing stock and residential neighborhoods*, and includes policies that encourage rehabilitation and private reinvestment to protect residential neighborhoods from deterioration, protecting mobile home parks, and protecting existing residential neighborhoods and consideration of the quality of life in higher density neighborhoods; and Goal 6, *Ensure resource efficiency in new and existing housing units*, which includes policies and programs that promote energy conservation and weatherization and encourage energy and resource efficiency.

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City of Salinas Housing Element

The City of Salinas Housing Element was adopted by the City in 2015 (City of Salinas 2015). The Housing Element includes goals and policies such as Goal H-1, *Provide a range of housing types and a variety of affordability levels to address existing and projected housing construction needs in Salinas*, and Goal H-2, *Maintain and improve existing neighborhoods and housing units*.

City of Sand City Housing Element

The City of Sand City Housing Element was adopted in March 2016 (City of Sand City 2016). The Housing Element includes goals such as Goal 4.1, *Provide adequate sites with sufficient infrastructure as needed to meet the City's Regional Housing Needs Allocation*, and policies that support the goal such as ensuring residential densities and adequate public services. The City's Housing Element also includes Goal 4.2, *Support the development of affordable housing, especially housing for very low, low, and moderate income households*, and policies that would ensure public services are provided on a priority basis to meet the City's Regional Housing Needs Allocation, and for the provision of the maximum amount of affordable housing feasible within the city.

City of Seaside Housing Element

The adoption of the City of Seaside Housing Element was delayed and as such, was subject to the requirement of preparing a midterm review of the adopted Element (City of Seaside 2019; City of Seaside 2020). The Housing Element includes goals and policies such as Goal H-1, *Well-maintained neighborhoods and housing conditions support an improved quality of life*, and includes policies that improve existing housing, neighborhood involvement, adequate and decent housing, identify residential hazards, and encourage sustainability and resource conservation.

City of Soledad Housing Element

The City of Soledad Housing Element was adopted in December 2018 (City of Soledad 2018). The Housing Element includes goals such as Goal 2, *To promote community character, livability, affordability, and housing diversity and choice by requiring an integrated mix of housing types in new residential areas*, and Goal 4, *To encourage the maintenance, improvement, and rehabilitation of the city's existing housing stock and residential neighborhoods, with special attention on conserving existing affordable housing*.

San Benito County

The Housing Element of the San Benito County 2035 General Plan (San Benito County 2015a) contains similar goals, policies, and programs as Monterey County to provide affordable housing, a variety of housing types and ensure adequate housing for all persons. For example, Goal HOU-2, *To promote the provision of adequate housing for all persons in the County including those with special housing needs and to emphasize the basic human need for*

housing as shelter, expresses the County's intent to encourage private builders and developers to participate in federal, state, or other programs that assist in providing and maintaining housing affordable to all income groups and special needs groups. The San Benito County Housing Element also contains Goal HOU-3, encouraging the preservation, maintenance, and improvement of existing housing, which would reduce potential displacement of homes and/or households from redevelopment.

City of Hollister Housing Element 2016

The City of Hollister Housing Element was adopted in 2016 (City of Hollister 2016). The Housing Element includes the following goals for housing in the City: *Work together to build a sense of community and achieving housing goals; Maintain and enhance existing housing and blend well-designed new housing into neighborhoods and communities; use land efficiently to encourage a diversity of housing types and to implement "smart" and sustainable development principles; develop affordable housing opportunities; and provide housing for special needs populations.*

City of San Juan Bautista Housing Element

The City of San Juan Bautista Housing Element was adopted in December 2019 (City of San Juan Bautista 2019). The goals of the Housing Element include Goal 1.0, *Safe affordable housing meeting the needs of all residents* and Goal 2.0, *Housing opportunities for all economic segments and special needs groups.*

Santa Cruz County

The Housing Element of the County of Santa Cruz's General Plan (Santa Cruz County 2016) contains several goals, policies, and programs, much like Monterey and San Benito counties, which aim to address the particular housing needs of people with special needs, different incomes and different housing needs. For example, Goal 1: *Ensure land is available to accommodate an increased range of housing choices, particularly for multi-family units and smaller sized units*, contains policies that aim to maintain or change zoning designations to ensure adequate housing supply in the County. In addition, Goal 3 of the Housing Element aims to remove unnecessary government constraints that may hinder housing development and affordability.

City of Capitola Housing Element

The City of Capitola Housing Element was adopted in 2015 (City of Capitola 2015). The Housing Element contains goals, policies, and programs such as Goal 1.0, *Diversity in housing type and affordability level to accommodate the needs of Capitola residents* and Goal 2.0, *Increased and protected supply of housing affordable to extremely low, very low, low and moderate-income households.*

City of Santa Cruz Housing Element

The City of Santa Cruz Housing Element was adopted in 2016 (City of Santa Cruz 2016). The Housing Element contains goals such as Goal 1, *An adequate diversity in housing types and*

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affordability levels to accommodate present and future housing needs of Santa Cruz residents and Goal 2, Increased and protected supply of housing affordable to extremely low, very low, low, and moderate income households.

City of Scotts Valley Housing Element

The City of Scott's Valley Housing Element was adopted in 2016 (City of Scotts Valley 2016). The Housing Element contains goals such as Goal 1, *It is the goal of the City of Scotts Valley to promote a balanced mix of housing types, prices, and opportunities by increasing the number of housing units to accommodate population and employment growth*, and Goal 2, *It is the goal of the City of Scotts Valley to foster a high quality, safety, and livability of housing and residential neighborhoods through the improvement and preservation of housing and community services.*

City of Santa Cruz Housing Element

The City of Santa Cruz Housing Element was adopted in 2016 (City of Santa Cruz 2016). The Housing Element contains goals such as Goal 1, *An adequate diversity in housing types and affordability levels to accommodate present and future housing needs of Santa Cruz residents* and Goal 2, *Increased and protected supply of housing affordable to extremely low, very low, low, and moderate income households.*

City of Watsonville Housing Element

The City of Watsonville Housing Element was adopted in 2016 (city of Watsonville 2016). The Housing Element contains goals and policies such as Goal 1.0, *Improve, conserve, and preserve both the safe condition of and the continued availability of Watsonville's existing affordable housing stock in order to meet the needs of all economic segments of the community*; and Goal 2.0, *Expand and protect housing opportunities for all economic segments and special needs groups within the community.*

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact to population and housing:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); and/or
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The methodology for determining the significance of population and housing impacts compares the existing conditions to future horizon year 2045 conditions, as required in CEQA Section 15126.2(a). The 2045 MTP/SCS includes transportation projects and a land use

growth pattern that may influence population, housing, and employment growth. The analysis herein analyzes the potential impacts of transportation projects and land use pattern proposed in the 2045 MTP/SCS.

b. Project Impacts and Mitigation Measures

The following section describes population and housing impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

Impact PH-1 THE 2045 MTP/SCS WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH, EITHER DIRECTLY OR INDIRECTLY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

From 2020 to 2045, the region's total population is forecasted to increase by 95,047 residents to 869,776 total residents. Table 4.13-2 shows the forecasted population growth for the region as a whole and by jurisdiction.

Table 4.13-2 Forecasted AMBAG Population Growth 2020-2045

Jurisdiction	2020	2030	2045	Percent Change
Monterey County	441,143	467,068	491,443	11%
Carmel-By-The-Sea	3,949	3,954	3,984	1%
Del Rey Oaks	1,662	1,734	2,650	59%
Gonzales	8,506	13,492	15,711	85%
Greenfield	18,284	19,734	20,433	12%
King City	14,797	16,101	17,064	15%
Marina	22,321	25,126	30,044	35%
Monterey	28,170	28,650	29,639	5%
Pacific Grove	15,265	15,395	15,817	4%
Salinas	162,222	170,459	177,128	9%
Sand City	385	516	1,198	211%
Seaside	33,537	35,107	38,316	14%
Soledad	25,301	26,824	29,133	15%
Unincorporated County Territory	106,744	109,976	110,326	3%

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Jurisdiction	2020	2030	2045	Percent Change
San Benito County	62,353	73,778	83,366	34%
Hollister	40,646	43,327	45,599	12%
San Juan Bautista	2,112	2,315	2,436	15%
Unincorporated County Territory	19,595	28,136	35,331	80%
Santa Cruz County	271,233	284,146	294,967	9%
Capitola	10,108	10,794	11,126	10%
Santa Cruz	64,424	72,218	79,534	23%
Scotts Valley	11,693	11,837	12,010	3%
Watsonville	51,515	54,270	56,344	9%
Unincorporated County Territory	133,493	135,027	135,953	2%
AMBAG Total	774,729	824,992	869,776	12%

Source: AMBAG's 2022 Regional Growth Forecast (AMBAG 2020).

Regional population is forecasted to increase by 12 percent from 2020 to 2045. As shown above, population growth in the cities of Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Sand City, Seaside, Soledad, Hollister, San Juan Bautista, Santa Cruz, and the unincorporated territory of San Benito County, would increase at a faster rate than the overall AMBAG region. In contrast, population growth in the cities of Carmel-by-the-Sea, Monterey, Pacific Grove, Capitola, and Scotts Valley and the unincorporated portions of Monterey and Santa Cruz counties would increase at a slower rate than the region. The population of the City of Salinas and the City of Soledad are forecasted to increase at a similar rate to the region overall.

The 2045 MTP/SCS would induce planned population growth directly through the development of the SCS land use scenario and indirectly as a result of the transportation projects included in the 2045 MTP/SCS. Between 2020 and 2045, the AMBAG region would grow by 95,047 people; 37,088 housing units; and 36,544 jobs. As shown in Figure 2-3, Figure 2-4, Figure 2-6, and Figure 2-8 in Section 2, *Project Description*, growth would be concentrated within existing communities, including the coastal plain that extends from the Santa Cruz/Capitola area in the north, south along the Monterey Peninsula, as well as some communities along major transportation corridors such as Hollister and Gonzales. The land use scenario envisioned by the 2045 MTP/SCS would encourage infill, mixed use, and TOD within existing urbanized areas. This type of development would promote the development of existing vacant or underutilized properties and would locate people closer to existing employment, goods, and services within established communities. In addition, investments in alternative modes of transportation and an emphasis on infill and TOD would result in land use developments with higher densities, mixed use land uses and an emphasis on transit use, bike and walk over single occupancy vehicle use, while investments in capacity increasing roadway improvements may indirectly lead to land use developments that have been historically typical for suburban development with low densities.

As mentioned above, population growth in the cities of Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Sand City, Seaside, Soledad, Hollister, San Juan Bautista, Santa Cruz, and the unincorporated territory of San Benito County, would increase at a faster rate than the AMBAG region as a whole. Consistent with the goals of the 2045 MTP/SCS, the denser growth within existing urban centers with high accessibility to transit options allows for the creation of communities that are more sustainable, walkable, transit oriented, and compact. However, communities with minimal development at present would see substantial population growth through 2045. Some of these areas include the City of Sand City and unincorporated areas of San Benito County, which would see a 211 percent and 80 percent increase in population, respectively. For Sand City, this increase is 813 people; for San Benito County, the increase is 21,013 people. Similarly, the cities of Hollister, Gonzales, Marina, and Del Rey Oaks would see significant population growth, as shown in Table 4.13-2. Transportation improvements associated with the 2045 MTP/SCS would not result in direct population growth beyond anticipated growth in the region, and projects under the proposed 2045 MTP/SCS are designed to fully support the transportation needs of the growing population while implementing the infill development approach outlined in Chapter 4, *Sustainable Community Strategy*, of the MTP/SCS.

Government Code Section 65080(b)(2)(B)(ii) requires that an RTP/SCS must accommodate all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. In compliance with the requirements, the 2045 MTP/SCS includes strategies to accommodate new housing units through 2045. The housing strategies would continue the AMBAG region's commitment to growth in infill areas but are also intended to protect current residents from displacement, preserve existing affordable housing, and produce new housing to secure long-term affordability for lower income populations. As mandated by State Housing Law as part of the periodic (every eight years) process of updating local General Plan Housing Elements, the California Department of Housing and Community Development provides a regional housing need determination (RHND) to both AMBAG and SBtCOG. AMBAG is responsible for developing a methodology for the allocation of the RHND regional to jurisdictions in Monterey and Santa Cruz counties and SBtCOG is responsible for developing a methodology for the allocations for jurisdictions in San Benito County. The 2045 MTP/SCS must have enough housing capacity to accommodate the current RHNA allocations for the current (6th Cycle), and local governments will be responsible for accommodating their 6th Cycle RHNA allocations in their housing element updates.

Implementation of the proposed 2045 MTP/SCS land use development pattern would in some cases result in greater density/intensity of growth than included in current adopted local general plans. The 2045 MTP/SCS would not change local land use policies; individual jurisdictions retain land use authority. As such, implementation of the 2045 MTP/SCS would require the local jurisdiction to consider and resolve those differences through appropriate amendments to local planning documents, including Housing Element updates, and appropriate environmental review, thus avoiding impacts related to unplanned growth at the local level.

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The 2045 MTP/SCS would accommodate forecasted growth through implementation of the envisioned 2045 MTP/SCS land use strategies to intensify density in developed areas, rather than induce unplanned growth. Transportation projects included in the 2045 MTP/SCS would not induce population growth as these projects would be growth accommodating and are generally intended to improve existing transportation networks. The transportation projects included in the 2045 MTP/SCS would result in increased transit use and reduced VMT per capita (compared to 2020 baseline conditions) as a result of expanded public transit fleets; see Section 4.15, *Transportation*, for additional information. Expanded transit fleets would support more compact development and more sustainable and efficient development without inducing the type of population growth that would require development of more land for urban purposes.

The land use and transportation projects in the 2045 MTP/SCS would therefore not result in substantial unplanned population growth. Impacts from implementation of the 2045 MTP/SCS would be less than significant.

Mitigation Measures

None required.

Threshold 2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere

Impact PH-2 LAND USE AND TRANSPORTATION PROJECTS INCLUDED IN THE 2045 MTP/SCS WOULD TEMPORARILY DISPLACE EXISTING HOUSING AND PEOPLE BUT WOULD NOT NECESSITATE THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Land use development included in the 2045 MTP/SCS would likely displace existing housing and people, primarily low and medium density single family, multi-family, or mobile home dwelling units, as existing housing units are demolished to make way for new development. However, new residential development would generally occur at higher densities and with more modern housing, frequently as part of mixed use development. During construction of individual projects, residents may be temporarily displaced. However, there are normal factors in the marketplace to offset this impact. Historically, vacancies within the existing housing stock absorb displacement of residents. In addition, existing laws and regulations would provide assistance in relocating households. As described in Section 4.13.2, *Regulatory Setting*, the Federal Uniform Relocation and Real Property Acquisition Policies Act requires public agencies to provide relocation assistance when an action by the agency displaces residences. Thus, impacts from short-term displacement would be reduced through both existing regulation and normal market factors.

In the long-run, the 2045 MTP/SCS would result in a net increase in housing units. Between 2020 and 2045, the projected increase in housing capacity in the region would be 37,088 units, or an increase of 14 percent. The most dramatic increases would occur in the cities of Del Rey Oaks, Gonzales, Sand City, Seaside, Marina, Hollister, Santa Cruz and unincorporated

portions of San Benito County, as shown in Table 4.13-2. The MTP/SCS would result in a net increase in housing units, but would displace existing housing or people temporarily, as some residential structures are demolished to make way for new development. However, displacement would not be substantial, and would be minimized through existing programs within the AMBAG region. Displacement would not necessitate the construction of replacement housing. In effect, the MTP/SCS includes the replacement housing that would be necessitated by individual projects.

Implementation of the 2045 MTP/SCS would also result in the displacement of some existing businesses. However, as with residential development, new commercial development generally would occur at higher densities and with more modern structures, frequently as part of a mixed use development. The Federal Uniform Relocation and Real Property Acquisition Policies Act requires public agencies to provide relocation assistance when an action by the agency displaces businesses or farms.

Some transportation network improvements, such as road widening or extension projects, would require acquisition of right-of-way in areas with high density housing or business along transportation corridors and may displace residential or commercial units. Specific projects would be required to undergo separate environmental review under CEQA. The corresponding project specific environmental documentation would identify potentially significant impacts with regard to displacement of private property, if any, and provide the appropriate mitigation measures. Impacts from transportation improvements would consider relocation assistance in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. In addition, as noted above, the 2045 MTP/SCS would result in a net increase of 37,088 housing units in the region. Therefore, in effect, the MTP/SCS includes the replacement housing that would be necessitated by individual projects. As a result, impacts related to housing and population displacement would be less than significant.

Mitigation Measures

None required.

c. Specific MTP/SCS Projects That May Result in Impacts

As discussed above, the 2045 MTP/SCS would result in less than significant impacts related to displacement of housing or people. Although some transportation network improvements, such as road widening or extension projects, would require acquisition of right-of-way in areas with high density housing or business along transportation corridors, it cannot feasibly be determined whether such widening or right-of-way acquisition would displace housing units or residents without project specific design details.

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4.14 Public Services, Recreation, and Utilities

This section evaluates the public services, recreation, and utilities and service systems impacts of the proposed 2045 MTP/SCS.

4.14.1 Setting

a. Fire Protection

Fire Protection Services are provided by the local and state agencies across Monterey, San Benito, and Santa Cruz counties (Table 4.14-1). According to the California Department of Forestry and Fire Protection (CAL FIRE), fire threat in the region ranges from low to extreme depending on factors such as fuel rank, topography, presence of urban development, and expected fire frequency (CAL FIRE 2020). For a detailed discussion of wildfire hazard risk in the region, see Section 4.17, *Wildfire*.

Table 4.14-1 Fire Service Providers in the AMBAG Region¹

County/City/Town	Fire Service Provider	Number of Stations ²
Monterey County		
Big Sur	Big Sur Fire	1
Carmel Valley	Monterey County Regional Fire District	3
City of Carmel-by-the-Sea	Carmel-by-the-Sea Fire Department	1
City of Del Rey Oaks	Seaside Fire Department	1
City of Gonzales	Gonzales Fire Department	1
City of Greenfield	Greenfield Fire Department	1
City of King	King City Fire Department	1
City of Marina	Marina Fire Department	1
City of Monterey	Monterey Fire Department	6
City of Pacific Grove	Pacific Grove Fire Department	1
City of Salinas	City of Salinas Fire Department	5
City of Sand City	Monterey Fire Department	6
City of Seaside	Seaside Fire Department	1
City of Soledad	Soledad Fire Department	1
San Ardo	San Ardo Volunteer Fire Company	1
Spreckels	Spreckels Volunteer Fire Department	1
Monterey County (<u>remaining</u> unincorporated)	CAL FIRE, Monterey County Regional Fire District, North Monterey County Fire Protection District, US Forest Service	11, 7, 3,

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County/City/Town	Fire Service Provider	Number of Stations ²
San Benito County		
City of Hollister	Hollister Fire Department	4
City of San Juan Bautista	San Juan Bautista Fire Department	1
San Benito County (unincorporated)	CAL FIRE	5
Santa Cruz County		
Aptos	Central Fire District	1
City of Capitola	Central Fire District	1
City of Santa Cruz	Central Fire District, Santa Cruz Fire Department	4
City of Scotts Valley	Scotts Valley Fire District	2
City of Watsonville	Watsonville Fire Department	2
Ben Lomond	Ben Lomond Fire Protection District	1
Boulder Creek	Boulder Creek Fire Protection District	1
Felton	Felton Fire Protection District	1
La Selva	Central Fire District	1
Live Oak	Central Fire District	1
Rio Del Mar	Central Fire District	1
Santa Cruz County (<u>remaining</u> unincorporated)	CAL FIRE	13
Soquel	Central Fire District	1

¹ Table is an estimation of fire service providers within the AMBAG region and does not include private fire protection departments

² As shown in the table, some fire service providers serve multiple cities or towns. The number of stations in this column reflect the number of stations operated by the provider; not the number of stations within each city or town.

Fire protection services are managed at the local level, typically by municipalities, counties, fire protection districts, or volunteer fire companies. California Government Code Section 38611 states that general law cities must establish a fire department unless it is included within the boundaries of an established fire protection district. State and federal lands are generally served by State and federal fire agencies (e.g., CALFIRE, National Park Service), and in some cases, businesses and native tribes manage their own fire departments. Each fire protection agency is responsible for serving its own prescribed area, but mutual aid agreements are in wide use across the region such that agencies can rely on assistance from neighboring agencies in the case of overwhelming demand. ~~Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies.~~

Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and

challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies. Fire departments are assigned a Public Protection Classification from the International Organization for Standardization (ISO), a private company that provides information about insurance risk. To assess fire protection agencies, ISO uses information about emergency dispatch; the number and location of engine companies; the amount of water needed to fight a fire; and local water supply, pressure, and flow. Local fire departments receive a classification from 1 to 10; a classification of 1 is the highest, and a classification of 10 indicates that fire suppression capabilities do not meet ISO's minimum standard.

b. Police Services

Police services are provided on the State, county, and local levels within the AMBAG region (Table 4.14-2). The California Highway Patrol (CHP) is responsible for police services along the sections of the interstate highway system within Monterey, San Benito, and Santa Cruz counties. It provides services for the management of traffic, emergency accident response, and protection of the highway system through safety enforcement on interstate roads. Through collaboration with local, State, and federal public safety agencies, its purpose is to minimize exposure of the public to unsafe conditions resulting from emergency accidents and highway impediments (CHP 2020).

Table 4.14-2 Police Service Providers in the AMBAG Region¹

County/City/Town	
Monterey County	
City of Carmel-by-the-Sea	Carmel Police Department
City of Del Rey Oaks	Del Rey Oaks Police Department
City of Gonzales	Gonzales Police Department
City of Greenfield	Greenfield Police Department
City of King	King City Police Department
City of Marina	Marina Police Department
City of Monterey	Monterey Police Department
City of Pacific Grove	Pacific Grove Police Department
City of Salinas	Salinas Police Department
City of Sand City	Sand City Police Department
City of Seaside	Seaside Police Department
City of Soledad	Soledad Police Department
Monterey County (unincorporated)	Monterey County Sheriff's Department
Monterey Regional Airport	Monterey Regional Airport Police
San Benito County	
City of Hollister	Hollister Police Department
City of San Juan Bautista	San Benito County Sheriff's Department

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County/City/Town	
San Benito County (unincorporated)	San Benito County Sheriff's Department
Santa Cruz County	
City of Capitola	Capitola Police Department
City of Santa Cruz	Santa Cruz Police Department
City of Scotts Valley	Scotts Valley Police Department
City of Watsonville	Watsonville Police Department
Santa Cruz County (unincorporated)	Santa Cruz County Sheriff's Department
¹ Table is an estimation of police service providers within the AMBAG region and does not include private security or University police services	

Each of the three counties in the AMBAG region has its own sheriff's department responsible for police services in unincorporated areas of each county. Additionally, each incorporated city and town has a police department responsible for police services within its own jurisdiction. Unincorporated areas or areas such as transit districts may also contract with county sheriff departments for police services instead of providing their own. Cities and towns may also contract with the county sheriff department to provide law enforcement services. Police service performances vary by jurisdiction but are typically measured in terms of response times, calculated in the number of minutes it takes a police officer to respond to an incident

c. Schools

Although the California public school system is under the policy direction of the State Legislature, the California Department of Education relies on local control for the management of school districts. School district governing boards and district administrators allocate resources among the schools of the district and set educational priorities for their schools. Monterey, San Benito, and Santa Cruz counties all provide residents with local public education facilities and services, including elementary, middle, secondary, and postsecondary schools, as well as special and adult education.

As of the 2019-2020 school year, there were 240 public and charter schools in the AMBAG region, with 129,483 enrolled students. There were 6,424 teachers in public and charter schools in the AMBAG region during the 2018-2019 school year. Table 4.14-3 lists the total number of elementary, junior high, middle, high, and K-12 schools within each county.

Table 4.14-3 AMBAG Region Public Schools and Enrollment by County

County	Total Schools ¹	Total Enrollment ¹	Total Teachers ²
Monterey County	132	77,387	3,966
San Benito County	27	11,545	509
Santa Cruz County	81	40,551	1,949
Total	243	129,483	6,424

¹ Total includes elementary schools, junior high, middle schools, high schools, and K-12 schools for the years 2019-2020

² Total includes number of teachers in classrooms in county for the years 2018-2019. This count includes itinerant and push-in/pull-out teachers but not adult education, Regional Occupation Programs (ROP), childcare, and preschool teachers.

Source: Education Data Partnership 2021

d. Emergency Medical Services

Each of the counties in the AMBAG region, including incorporated cities and towns within those counties, provides emergency medical services to its residents through the training and certification of paramedics and emergency medical technicians. The various departments charged with administering emergency medical services contract with private ambulance services and local fire departments to deploy emergency medical services within their service areas.

e. Libraries

The AMBAG region is served by 34 public libraries across all three counties, including branch libraries and mobile bookmobiles. Publicly funded libraries in California are required to maintain a certain amount of local funding depending on the population of a library's service area; however, there are no established standards with which California public libraries must comply (California State Library 2020).

f. Parks and Recreational Facilities

Of the 3.3 million acres within the AMBAG region, about 20 percent have been previously conserved as parks or open space and are included in the SCS land use pattern. These lands range from public use parks to rural open space and U.S. Forest Service Lands (AMBAG 2021).

Parks and open space are generally categorized according to their size and amenities. Smaller parks, such as pocket parks, neighborhood parks, community parks, urban forests, and community gardens, serve local communities, are typically located in urbanized areas, and often include a wide range of improvements from playing fields and picnic areas to playgrounds and fitness trails. Examples of these types of parks within the AMBAG region include San Lorenzo Park in Monterey County, Aromas Community Park in San Benito County, and Chanticleer Avenue Park in Santa Cruz County. These parks are most often managed by local park districts or municipalities, which typically set minimum standards for park acreage based on their population. Larger open space areas, such as regional parks, greenbelts, trails and pathways, natural and wildlife preserves, some private farmlands, some public

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rangelands, State parks, and federal parks, serve a broader geographic range, typically are located outside of major urbanized areas, and generally include fewer improvements. Examples of these within the AMBAG region include Jacks Peak Park in Monterey County, Fremont Peak State Park in San Benito County, and Wilder Ranch State Park in Santa Cruz County. Management of these parks is divided among a range of organizations and agencies, including regional park districts, State and federal government, private individuals, and nonprofit land trusts.

g. Water Supply

Monterey County

Many agencies and private companies provide water supply across Monterey County. These include cities, community water districts, and private water providers. Below are some examples of water providers within Monterey County.¹

California American Water

California American Water (CalAm) is a wholly owned subsidiary of the publicly traded company, American Water Works Company, Inc. (American Water). American Water, through its subsidiaries, provides water and wastewater services in the United States and Canada. It serves approximately 14 million people with drinking water, wastewater, and other water-related services in 46 states in the United States and Ontario, Canada. CalAm provides water and wastewater service to five regions of California including the Central Division, which includes the Monterey Peninsula. The Central Division serves approximately 41,000 customer connections and a population of approximately 99,794 (Monterey Peninsula Water Management District 2020).

The 2020 Urban Water Management Plan (UWMP) for the California-American Water Company's Salinas District covers northern Monterey County. The District includes several public water systems including Salinas, Las Lomas, Oak Hills, Salinas Hills, and Country Meadows Mutual (California American Water Company 2020). Total water use in the plan region is anticipated to be 16,988 AFY in 2030, the supply for which would be met from five groundwater subbasins. The 2020 UWMP includes conservation measures and BMPs to that are currently being implemented or are in the process of being implemented to reduce water demand in the area as well as water supply reliability and water shortage contingency planning.

Monterey County Water Resources Agency

The Monterey County Water Resources Agency manages, protects, stores, and conserves water resources in Monterey County for beneficial and environmental use, while minimizing damage from flooding to create a safe and sustainable water supply for present and future

¹ The water providers listed herein are examples, and not intended to represent a full accounting of water purveyors in Monterey County.

generations. The Monterey County Water Resources Agency owns two dams (Nacimiento and San Antonio) that are integral to providing flood control services and maintaining water resources for the County of Monterey.

Monterey Peninsula Water Management District

The mission of the Monterey Peninsula Water Management District (MPWMD) is to sustainably manage and augment the water resources of the Monterey Peninsula to meet the needs of its residents and business while protecting, restoring, and enhancing its natural and human environment (MPWMD 2021a). MPWMD serves approximately 112,000 people within the cities of Carmel-by-the-Sea, Del Rey Oaks, Monterey, Pacific Grove, Seaside, Sand City, Monterey Peninsula Airport District and portions of unincorporated Monterey County including Pebble Beach, Carmel Highlands and Carmel Valley. The primary goals of the District are to:

1. Increase the water supply to meet community and environmental needs
2. Assist California American Water in developing a legal water supply
3. Protect the quality of surface and groundwater resources and continue the restoration of the Carmel River environment
4. Instill public trust and confidence
5. Manage and allocate available water supplies and promote water conservation (MPWMD 2021b).

Pajaro/Sunny Mesa Community Services District

The Pajaro/Sunny Mesa Community Services District (PSMCSD) provides potable water services, fire flows, parks, and streetlight services to thousands of residents of North Monterey County. The District provides these services from the Pajaro River in the north, to Moss Landing in the west, to the U.S. 101 corridor in the south. It is the only public agency which provides public potable water services in the Pajaro, Elkhorn, and Prunedale areas (PSMCSD 2021).

Marina Coast Water District

The Marina Coast Water District (MCWD) is located in Monterey County, on the coast of the Monterey Bay at the northwest end of the Salinas Valley. The MCWD's jurisdictional service area is approximately 10.3 square miles, encompassing the City of Marina and portions of the former Fort Ord. The MCWD currently supplies approximately 3,300 AFY, or an average of 3 million gallons per day (MCWD 2021).

The MCWD 2020 UWMP characterizes historical water supplies and use, projects future demand and supply through 2040, and identifies supply augmentation projects and programs, cumulative water demand projections, and water shortage contingency plans. Supply and demand projections address climate variability and regional cooperative agreements (MCWD 2021).

San Benito County

Many agencies and private companies provide water supply across San Benito County. These include cities, community water districts, and private water providers. Below are some examples of water providers within San Benito County.² San Benito County Water District

The District owns two surface water treatment plants in the Hollister Urban Area that deliver drinking water to Sunnyslope County Water District and the City of Hollister. The District also manages local and imported surface water through the San Benito River System and the San Felipe Distribution System. The San Felipe System delivers imported Central Valley Project (CVP) water to irrigation, municipal and industrial customers. The drinking water that the District delivers to Sunnyslope County Water District and the City of Hollister ultimately becomes recycled water from the City of Hollister's Reclamation Plant. This reclaimed water is then used for irrigation water by local farmers (SBCWD 2018).

The San Benito County Water District prepared the 2020 Hollister Urban Area (HUA) UWMP was a collaborative effort with the Sunnyslope County Water District (Sunnyslope or SSCWD), and the City of Hollister adopted in July 2021. The 2020 HUA UWMP characterizes historical water supplies and use, projects future demand and supply through 2040, and identifies supply augmentation projects and programs, cumulative water demand projections, and water shortage contingency plans. Supply and demand projections address climate variability and regional cooperative agreements (SBCWD 2021).

City of Hollister Utilities Water Division

The City of Hollister Utilities Water Division is responsible for producing and distributing potable water for approximately half of the City of Hollister which is generally located west of Memorial Drive. The remaining portion of the City is serviced by Sunnyslope County Water District. The division is also responsible for wastewater collection advance to the wastewater treatment plants (City of Hollister 2014).

Sunnyslope Water District

Sunnyslope Water District's water system serves an area of approximately 3.9 square miles in the City of Hollister and surrounding areas. The District's wastewater system (of collection, treatment, and disposal) serves a smaller area within the County consisting of Ridgemark Estates and the Oak Creek and Quail Hollow subdivisions. The District serves approximately 6,440 water accounts, of which 99.8 percent are residential customers, and approximately 1,237 sewer accounts, of which 99 percent are residential customers (Sunnyslope Water 2021).

City of San Juan Bautista Water System

The City of San Juan Bautista Water System supplies water to residents and businesses within the City of San Juan Bautista. Water in the system is primarily from a series of groundwater

² The water providers listed herein are examples, and not intended to represent a full accounting of water purveyors in San Benito County.

wells located near the south end of San Juan Bautista, as well as a small reservoir (SWRCB 2021).

The City of San Juan Bautista approved its 2020 Water Master Plan in November 2020. The purpose of the 2020 Water Master Plan is to document the planned land use for the City of San Juan Bautista, identify existing and future demands generated within the City, and to plan water infrastructure to provide adequate levels of service to the customers at the lowest lifecycle cost feasible (Akel Engineering Group, Inc. 2020).

Santa Cruz County

Many agencies and private companies provide water supply across Santa Cruz County. These include cities, community water districts, and private water providers. Below are examples of water providers within Santa Cruz County.³ San Lorenzo Valley Water District

The San Lorenzo Valley Water District (SLVWD) supplies water in the San Lorenzo Valley to the communities of Boulder Creek, Brookdale, Ben Lomond, Lompico, Zayante, Scotts Valley, Manana Woods and Felton. Through a network of distribution lines, pump stations and reservoirs it serves more than 7900 connections (SLVWD 2021).

Scotts Valley Water District

The Scotts Valley Water District (SVWD) is located six miles north of the City of Santa Cruz, along State Highway 17 and covers approximately six square miles including most of the incorporated area of the City of Scotts Valley and a portion of the unincorporated area north of the City — about 10,700 people through 4,200 service connections. It generally follows the boundary of the City of Scotts Valley. Notable exceptions to the service area include Pasatiempo Pines and Manana Woods subdivisions, and Vista Del Lago and Spring Lakes Mobile Home Parks, which are served by San Lorenzo Valley Water District (SVWD 2021).

SVWD and SLVWD collaborated to prepare the 2020 UWMP for their combined service areas. The 2020 UWMP was approved in June 2021. The purpose of the 2020 UWMP is for SVWD and SLVWD to conduct long-term resource planning and establish management measures to ensure adequate water supplies are available to meet existing and future demands. The 2020 UWMP provides a framework to help water suppliers maintain efficient use of urban water supplies, promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a response mechanism during drought conditions or other water supply shortages (SVWD 2021)

City of Santa Cruz Water Department

The City of Santa Cruz Water Department operates a system that includes more than 300 miles of pipes to bring water to customers that serves almost 100,000 people. Santa Cruz's drinking water is supplied primarily through surface water collected from local rainfall (SCWD 2021).

³ The water providers listed herein are examples, and not intended to represent a full accounting of water purveyors in San Benito County.

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The City of Santa Cruz adopted its more current UWMP in August 2016, but has recently circulated the updated 2020 UWMP for review. The 2020 UWMP is currently not yet adopted, but a version has been made available on the City's website and is proposed for adoption. The draft 2020 version addresses the same primary topics as the 2015 UWMP, including water demand and supply, water conservation, and the efficient use of water supplies. The 2020 UWMP also includes a Water Shortage Contingency Plan (City of Santa Cruz 2021).

Soquel Creek Water District

The Soquel Creek Water District serves approximately 40,400 customers through 15,800 connections in four service areas within mid-Santa Cruz County solely with groundwater. Approximately 90 percent of its customers are residential (Soquel Creek Water 2021).

The Soquel Creek Water District's 2020 UWMP was approved by the Board of Directors on June 15, 2021. The 2020 UWMP is a long-range planning document that assesses current water demand, projects future demand over a minimum 20-year planning horizon, and identifies a mix of water resources and conservation efforts to meet future demand. The 2020 UWMP also includes the District's Water Shortage Contingency Plan (WSCP) which identifies water shortage stages and associated curtailment actions to allow for efficient management of any water shortage with predictability and accountability (Soquel Creek Water District 2021).

City of Watsonville Department of Public Works and Utilities

The City provides water service to residential, commercial, industrial, and institutional customers. It serves the City of Watsonville and parts of unincorporated areas of Santa Cruz County. The City's regional water system consists of 190 miles of pipelines, 14 wells, 8 reservoirs and the Corralitos Filtration Plant treatment plant that delivers clean, safe water to a service population of 66,000 customers (Watsonville Water Division 2021).

The City of Watsonville's 2020 UWMP was approved in July 2021. The UWMP gathers, characterizes, and synthesizes water-related information from numerous sources to assess and project the City's water reliability well into the future. The City's 2020 UWMP includes water reliability forecasts through the year 2045. It also acts as a guide to maintain efficient use of urban water supplies, promote conservation programs and policies, and proactively plan and update the City's strategies to address potential water shortages and drought conditions (City of Watsonville 2021).

Pajaro Valley Water Management Agency

The Pajaro Valley Water Management Agency (PV Water) is a state-chartered water management district formed to manage existing and supplemental water supplies in order to prevent further increase in, and to accomplish continuing reduction of, long-term overdraft. PV Water also works to provide and ensure sufficient water supplies for present and future anticipated needs within its boundaries, generally the greater coastal Pajaro Valley (PV Water 2020).

h. Wastewater Treatment

Wastewater is generated by residential, commercial, and industrial sources throughout the AMBAG region. Treatment of wastewater provides protection for human health and receiving water bodies, preservation of the health of aquatic and riparian species, and improved supply reliability through the removal of harmful pollutants from discharges. Urbanized and unincorporated areas of cities and counties throughout the AMBAG region provide wastewater treatment facilities. These facilities include systems made up of pipelines, pipe stations, interceptor stations and discharge stations. Treatment plants send wastewater through up to three treatment processes (primary, secondary, tertiary) depending on treatment requirements established by the pertinent Regional Water Quality Control Board (RWQCB) for the plant. The level of treatment is often dictated by where treated effluent is discharged (land, water body) and if there is an end use that requires higher treatment levels (recycling). Wastewater is also recycled for other uses, such as agriculture, irrigation, or landscaping. Treatment requirements are promulgated by the RWQCB and are typically reviewed, along with treatment capacity, every five years. As a result of this process, planning and upgrading of treatment plants is an ongoing process for each plant.

Wastewater treatment in the AMBAG region is provided by various agencies, as well as individual city and town wastewater treatment systems. Some treatment plants serve individual cities, while others serve multiple jurisdictions. Because of the dynamic nature of treatment plant planning/upgrading/expansion, it is not practical, at this regional and programmatic level of analysis, to characterize treatment plant technology, flows, and capacity. However, below is a list of wastewater treatment providers or facilities in the AMBAG region. The wastewater providers and facilities listed herein are examples, and not intended to represent a full accounting of wastewater providers or facilities in the AMBAG region:

- Monterey One Water: Regional Treatment Plant near Marina
- City of Greenfield Wastewater Treatment Plant
- Seaside County Sanitation District Sewer Collection System
- City Of Salinas Industrial Wastewater Treatment Plant
- City of Hollister Wastewater Treatment Plant
- Sunnyslope County Water District: Lessalt Wastewater Treatment Plant near Hollister
- City of Santa Cruz Wastewater Treatment Facility
- City of Scotts Valley Water Reclamation Facility
- City of Watsonville Wastewater Treatment Facility

i. Stormwater Management

Stormwater has been identified as urban runoff by the U.S. Environmental Protection Agency. After a precipitation event, polluted runoff is discharged over land or through storm sewer systems, often untreated with direct flow into water bodies. If left uncontrolled, this polluted water can result in the destruction of wildlife and aquatic ecosystems and can threaten public

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health. The National Pollutant Discharge Elimination System (NPDES) permitting program provides implementation measures for reducing potentially harmful pollutants found in stormwater runoff from entering water bodies or affecting public health. Additionally, stormwater capture systems assist in maintaining flood protection and create opportunities for ecosystem protection and restoration.

Additionally, each county has its own storm water pollution management programs, which are intended to facilitate compliance with State and federal regulations through coordination with local municipalities, residents, businesses, and schools. These programs provide initiatives for preventing stormwater pollution; protecting and enhancing water quality in watersheds, waterways, creeks, and wetlands; and preventing water pollution in the Monterey Bay and Pacific Ocean.

Stormwater runoff occurs when precipitation from rain and snowmelt events flows over land or impervious surfaces and does not percolate into the ground. In rural areas, storm water flows into natural drainages, such as creek, streams, and rivers. In the urban areas of the AMBAG region, storm water is collected in Municipal Separate Storm Sewer Systems (MS4s). MS4s collect storm water runoff in a system of conveyances, including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains. Storm water systems and facilities are necessary to drain water and prevent flooding in urban areas, for controlling erosion, and for protecting water quality.

As the runoff flows over the land or impervious surfaces (paved streets, parking lots, and building rooftops), it accumulates debris, chemicals, sediment, or other pollutants that could adversely affect water quality if the runoff is discharged untreated. Stormwater pollution prevention is discussed in detail in Section 4.10, *Hydrology, Water Quality, and Water Supply*. Each MS4 operator, identified in Table 4.14-4, is responsible for operation, maintenance, and management of their own system. MS4s are interconnected and often share facilities, cooperatively manage systems, and coordinate pollution control efforts. MS4s within this table are broken down into three types: Traditional, Non-traditional, and Waiver. Traditional MS4 operators are incorporated cities, towns, Urbanized Areas (UAs), counties, and similar municipal organizations. Non-traditional MS4 operators are transportation agencies (where the 'MS4' is often a system of drainage channels alongside transportation infrastructure), military bases, public universities, and prisons. Waiver MS4 are types of waivers and exemptions to permit requirements, examples include small MS4s, usually less than 1,000 connections or population, MS4s that can demonstrate they are not discharging pollutants in any significant level, or MS4s whose discharges are accounted for in TMDL limits already set for impaired bodies.

Table 4.14-4 Phase II Regulated Small MS4s within the AMBAG Region

MS4 (City, County, University, etc.)	County	MS4 Type
7th District Agricultural Association - Monterey County Fairgrounds	Monterey	Non- Traditional
California State Parks Monterey District Monterey - Point Lobos State Reserve	Monterey	Non-Traditional
California State University Monterey Bay	Monterey	Waiver
Julia Pfeiffer Burns State Park	Monterey	Non-Traditional
US Army Presidio of Monterey	Monterey	Non-Traditional
California State Parks Monterey District Monterey - Carmel River SB	Monterey	Non-Traditional
City of Carmel-by-the-Sea	Monterey	Traditional
City of Del Rey Oaks	Monterey	Traditional
City of Gonzales	Monterey	Traditional
City of King	Monterey	Traditional
City of Marina	Monterey	Traditional
City of Monterey	Monterey	Traditional
City of Pacific Grove	Monterey	Traditional
City of Sand City	Monterey	Traditional
City of Seaside Phase II Permit	Monterey	Traditional
City of Soledad	Monterey	Traditional
County of Monterey	Monterey	Traditional
City of Greenfield - Waiver	Monterey	Waiver
City of Hollister	San Benito	Traditional
California State Parks Monterey District Monterey - Año Nuevo State Reserve and State Park	Santa Cruz	Non-Traditional
Santa Cruz County Fairgrounds	Santa Cruz	Non-Traditional
University Of California Santa Cruz	Santa Cruz	Non-Traditional
City of Capitola	Santa Cruz	Traditional
City of Santa Cruz	Santa Cruz	Traditional
City of Scotts Valley	Santa Cruz	Traditional
City of Watsonville	Santa Cruz	Traditional
County of Santa Cruz	Santa Cruz	Traditional
Source: Central Coast RWQCB 2018		

j. Electric Power and Natural Gas Facilities

Electric, liquid fuel, and natural gas energy sources make up most of the AMBAG energy systems, which are becoming increasingly diversified as newer, more renewable energy sources are developed and expanded. A range of public and private providers operate the energy systems in the region and maintain the regional infrastructure systems. Pacific Gas and Electric Company (PG&E) is the major operator of electricity infrastructure in the AMBAG region. PG&E is one of the largest combination natural gas and electric utilities in the United States. The company, a subsidiary of PG&E Corporation, serves approximately 16 million people in 70,000 square miles of northern and central California. PG&E provides electric service to Monterey, San Benito, and Santa Cruz counties with natural gas coverage to most areas in the region except in some locations where no natural gas service is available. PG&E obtains its electricity from natural gas, fossil fuels, nuclear power, hydroelectric power, and eligible renewable resources.

As discussed in Section 4.6, *Energy*, parts of the AMBAG region are served by Central Coast Community Energy (3CE; formerly Monterey Bay Community Power). 3CE is a Community Choice Energy agency established by local communities to source clean and renewable electricity for Monterey, San Benito, and Santa Cruz counties and now parts of San Luis Obispo and Santa Barbara counties. In total, 3CE has enrolled 33 communities throughout the Central Coast. It serves residents while retaining their utility provider's traditional role delivering power and maintaining electric infrastructure. In its first two years of operations, 3CE contracted for 453.3 MW of long term eligible renewable resources and 192.7 MW of battery storage in furtherance of California's 100 percent GHG-free by 2045 goal (3CE 2021).⁴

k. Telecommunication

Telecommunications are mainly a privately owned enterprise and are offered by a variety of companies with different service capacities across the AMBAG region. The number of providers offering the service, the type of service available, and the transmission speed of the service all affect the quality of telecommunications. This approach differs from that of most other utilities, which are generally publicly owned or offered by limited or individual service providers in a given area.

Many telecommunications providers offer phone, internet, and/or television service in Monterey, San Benito, and Santa Cruz counties. Telecommunications providers will usually complete infrastructure and other service improvements for an area as the need arises to meet customer demand. Additionally, some areas in the AMBAG region do not have access to cellular or broadband services, typically in rural areas or locations marked by topographical features that make accessible services difficult.

⁴ This EIR provides only a partial list of energy providers in the AMBAG region as examples. There are other energy providers in the AMBAG region that are not listed or described in this EIR.

I. Solid Waste Disposal

Monterey, San Benito, and Santa Cruz counties each have a local enforcement agency (LEA) covering all solid waste facilities in the region. LEAs are responsible for ensuring the correct operation and closure of solid waste facilities in the State, as well as for guaranteeing the proper storage and transportation of solid wastes. In concurrence with the California Department of Resources Recycling and Recovery (CalRecycle), LEAs issue operating permits to facilities, including landfills, transfer stations, material recovery, and composting facilities. Solid waste is the garbage, refuse, and other discarded solid materials generated by residential, commercial, and industrial activities.

CalRecycle identifies 10 categories of wastes: paper, glass, metal, electronics, plastic, other organic, construction and demolition (C&D), household hazardous waste, special waste, and mixed residue. Solid waste generation is measured by disposal and diversion. PRC Section 40192 defines disposal as “the final deposition of solid wastes onto land, into the atmosphere, or into the waters of the state.” Solid waste that is disposed of in landfills is measured in volume (cubic yards) and weight (tons). Diversion includes programs and practices such as waste prevention and source reduction, recycling, reuse, and composting that reduce the total amount of waste that requires disposal.

There are two active operating landfills in Monterey County, one in San Benito County, and three in Santa Cruz County. Table 4.14-5 shows the remaining capacity of landfills located in the AMBAG region and their estimated date of closure.

Table 4.14-5 Landfills Located in the AMBAG Region

County	Max Permitted Throughput (tons per day)	Remaining Capacity (tons)	Anticipated Closure Date
Monterey County			
Johnson Canyon Sanitary Landfill	1,574	6,923,297	12/21/2055
Monterey Peninsula Landfill	3,500	48,560,000	2/28/2107
San Benito County			
John Smith Road Landfill	1,000	3,499,000	1/1/2032
Santa Cruz County			
City of Santa Cruz Resource Recovery Facility	535	4,806,477	1/1/2062
City of Watsonville Landfill	275	1,417,561	12/31/2029
Buena Vista Drive Sanitary Landfill	838	2,206,541	7/1/2031
Source: CalRecycle 2021			

4.14.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Federal Fire Prevention and Control Act of 1974

The National Fire Incident Reporting System (NFIRS) is a system established by the National Fire Data Center of the United States Fire Administration (USFA) to carry out the intentions of the Federal Fire Prevention and Control Act of 1974. The Act authorizes the USFA to gather and analyze information on the magnitude of the Nation's fire problem, as well as its detailed characteristics and trends. The Act further authorizes the USFA to develop uniform data reporting methods, and to encourage and assist State agencies in developing and reporting data.

National Fire Protection Association, Standard 901

The National Fire Protection Association Standard 901 provides the latest guidelines to help fire departments and other fire protection organizations effectively share data with other agencies. This standard provides common language and definitions that define and describe elements and classifications used by many fire departments in the United States and other countries to describe fire damage potential and experience during incidents.

California Building Standards Code (Title 24, CCR)

Title 24 applies to all buildings throughout the State of California, and includes requirements for structural, mechanical, electrical, and plumbing systems, and requires measures for energy conservation, green design, construction and maintenance, fire and life safety and accessibility. Cities and counties are required by state law to enforce Title 24. More restrictive ordinances can also be adopted by cities and counties due to specific geographical conditions. Included among the twelve parts of Title 24 are Part 9, which includes the California Fire Code, and is based on the 2009 International Fire Code, and Part 11, which includes the California Green Building Standards Code that includes measures for incorporating energy efficiency into buildings.

Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) establishes standards for contaminants in drinking water supplies. Contaminants regulated by the SDWA include metals, nitrates, asbestos, total dissolved solids, and microbes.

National Pollution Discharge Elimination System (NPDES) Permits

The NPDES permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify

effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant. In California, the Federal requirements are administered by the SWRCB, and individual NPDES permits are issued by the RWQCBs.

Resource Recovery and Conservation Act (RCRA) of 1976

RCRA Subtitle D focuses on state and local governments as the primary planning, regulating, and implementing entities for the management of nonhazardous solid waste, such as household garbage and nonhazardous industrial solid waste. To promote the use of safer units for solid waste disposal, Subtitle D provides regulations for the generation; transportation; and treatment, storage, or disposal of hazardous wastes. USEPA developed federal criteria for the proper design and operation of municipal solid waste landfills (MSWLFs) and other solid waste disposal facilities. USEPA approved the State of California's program, a joint effort of the CIWMB, SWRCB, RWQCBs, and LEAs, on October 7, 1993.

Title 40 of the Code of Federal Regulations (CFR)

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

Department of Transportation Act Section 4f

Passed in 1966, the Department of Transportation Act includes Section 4(f), which states that FHWA and other USDOT agencies cannot approve the use of land from public state parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless certain conditions apply. These exceptions are as follows: If there is no feasible and prudent avoidance alternative to the use of land, and if the action includes all possible planning to minimize harm to the property resulting from such use; or if the Administration determines that the use of the property will have a de minimis impact (49 USC Section 303).

b. State Laws, Regulations, and Policies

California Building Standards Code (Title 24, CCR)

Title 24 applies to all buildings throughout the State of California, and includes requirements for structural, mechanical, electrical, and plumbing systems, and requires measures for energy conservation, green design, construction and maintenance, fire and life safety and accessibility. Cities and counties are required by state law to enforce Title 24. More restrictive

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ordinances can also be adopted by cities and counties due to specific geographical conditions. Included among the twelve parts of Title 24 are Part 9, which includes the California Fire Code, and is based on the 2009 International Fire Code, and Part 11, which includes the California Green Building Standards Code that includes measures for incorporating energy efficiency into buildings.

Quimby Act

As a condition of approval of a final tract or parcel map, the California Quimby Act allows a city or town to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the provision of parks and recreational services. Under the act, cities and towns can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of five acres per 1,000 residents if the city or town already provides more than three acres per 1,000 residents.

California Coastal Act, Coastal Recreation Policies

California Coastal Act policies related to coastal recreation include Public Resources Code Section 30210, which requires that maximum access and recreational opportunities shall be provided for all people; and Section 30213, which protects lower cost visitor and recreational facilities, and encourages the provision of public recreational opportunities; Section 30221, which protects oceanfront land that is suitable for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area; and Section 30223 which reserves upland areas to support coastal recreational uses.

Senate Bill 50 – Leroy F Greene Schools Facilities Act of 1998

SB 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are issued. Payment of school fees are also collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered “full and complete mitigation” of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts (Chapter 407, Statutes of 1998).

Safe Drinking Water Act (1976)

California enacted its own Safe Drinking Water Act in 1976. The California Department of Public Health (CDPH) [formerly the California Department of Health Services (CDHS)] has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDPH authority and stipulates drinking water quality and

monitoring standards. These standards are equal to or more stringent than the Federal standards.

Title 22 of the California Water Code

The California Water Code requires the CDPH to establish water reclamation criteria. In 1975, the former CDHS prepared Title 22 to fulfill this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, which typically includes grit removal and initial sedimentation or settling tanks; adequately disinfected, oxidized effluent (secondary effluent) which typically involves aeration and additional settling basins; and adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent) which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 defines requirements for sampling and analysis of effluent and requires specific design requirements for facilities.

Water Supply Planning

SB 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended state law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. The intent of SB 610 is to ensure that sufficient water supplies are available for growing communities. SB 610 requires local public water providers with more than 3,000 service connections to prepare a Water Supply Assessment (WSA) for any project that is subject to CEQA and meets specified minimum size criteria.

The WSA must document sources of water supply, quantify water demands, and compare future water supply and demand to show that sufficient water will be available to serve the project. Water supply must be assessed for normal, single dry, and multiple dry water years during a 20-year forecast. If supplies are found to be insufficient to serve the project, the WSA must include plans for acquiring sufficient supplies.

SB 221 (Chapter 642, Statutes of 2001)

SB 221 (Chapter 642, Statutes of 2001) applies to subdivisions of more than 500 dwelling units. Like SB 610, it is intended to ensure an adequate water supply for new development. SB 221 requires that approval of a tentative map include a requirement that a sufficient water supply is available.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every five years, water suppliers are required to develop UWMPs to identify short-term and long-term water demand management measures to meet growing water demands.

Urban Water Management Plans (UWMP) in the AMBAG region include, but are not limited to, the California American Water – Monterey County District UWMP (June 2021); California

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Water Service: Salinas District UWMP (June 2021); City of Santa Cruz 2020 Urban Water Management Plan (October 2021); Scotts Valley and San Lorenzo Valley Water District 2020 Urban Water Management Plan (June 2021); and the Hollister Urban Area UWMP (July 2016). Brief descriptions of some of the UWMPs in the AMBAG region are provided below. The descriptions include a portion of the total UWMPs in the region as examples.

The 2020 UWMP for the California-American Water Company's Salinas District covers northern Monterey County. The District includes several public water systems including Salinas, Las Lomas, Oak Hills, Salinas Hills, and Country Meadows Mutual (California American Water Company 2020). Total water use in the plan region is anticipated to be 16,988 AFY in 2030, the supply for which would be met from five groundwater subbasins. The 2020 UWMP includes conservation measures and BMPs that are currently being implemented or are in the process of being implemented to reduce water demand in the area as well as water supply reliability and water shortage contingency planning.

SVWD and SLVWD prepared a draft 2020 UWMP (SVWD and SLVWD 2021). The two districts are adjacent and prepared a joint plan for the first time. SVWD is approximately 4.8 square miles and includes most of the City of Scotts Valley as well as some unincorporated areas north of the City. SLVWD is approximately 98 square miles and includes the remainder of Scotts Valley, Felton, and unincorporated communities. Water demand in 2045 in SVWD is projected to be 1,144 AFY and water supply is estimated at 1,454 AFY including recycled water. Water demand in 2045 in SLVWD is projected to be 2,277 AFY and water supply is estimated at 2,325 AFY including recycled water (SVWD 2021, SLVWD 2021).

The Soquel Creek Water District (SqCWD) is a nonprofit, local government agency that provides potable water service and groundwater resource management within its service area. Founded in 1961 under the County Water District Law (Water Code, Division 12, Section 30000 et. seq.), SqCWD's original purpose was to provide flood control and water conservation services. SqCWD adopted its 2020 UWMP on June 15, 2021. The SqCWD's service area includes seven miles of shoreline along Monterey Bay, and extends one to three miles inland into the foothills of the Santa Cruz Mountains, essentially following the County Urban Services Line. The City of Capitola is the only incorporated area within the SqCWD service area. Unincorporated communities include Aptos, La Selva Beach, Rio Del Mar, Seascape, Seacliff Beach, and Soquel. Projected demand for potable water in 2040 is 3,655 acre feet per year (AFY) and the projected supply is 3,655 AFY (SqCWD 2021).

The City of Santa Cruz UWMP was prepared by the City of Santa Cruz Water Department in August 2016 (City of Santa Cruz 2016). The UWMP covers approximately 20 square miles including the City of Santa Cruz, a small part of the City of Capitola, adjoining unincorporated areas in Santa Cruz County, and coastal agricultural lands north of the city. Projected demand for potable water in 2035 is 3,220 million gallons per year (MGY) and the projected supply is 3,180 MGY. Therefore, there is not enough supply to meet the projected demand (City of Santa Cruz 2016).

Senate Bill 610 and 221

Senate Bill (SB) 610 and SB 221 of 2001 improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and 221 promote more collaborative planning between local water suppliers and cities and counties. Under SB 610, water supply assessments (WSAs) must be prepared by local public water providers for certain city and county land use projects subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. SB 221 is intended as a “fail safe” mechanism to ensure that collaboration on finding the need for water supplies to serve new large subdivision occurs before construction begins.

State Water Conservation Requirements

Executive Order B-37-16 established a new water use efficiency framework for California. The order bolstered the state’s drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans. Based on monthly water use reporting, most urban water suppliers reported sufficient supplies to meet demand in three additional dry years and are not subject to state conservation mandates. On February 8, 2017, SWRCB adopted an emergency water conservation regulation to amend and extend the May 2016 regulation.

Water Efficiency Legislation

Legislation passed in 2018 (AB 1668 and SB 606) directed the State Water Board to adopt long-term standards for the efficient use of water by June 30, 2022.

California Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle (formerly the California Integrated Waste Management Board) oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016, both of which are described below.

Integrated Waste Management Act – Assembly Bill 939

AB 939 (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing and stimulate the purchase of recycled products.

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California State Recycling Law – Assembly Bill 341

AB 341 is California's Mandatory Recycling Law for commercial businesses, multifamily complexes, and public entities. AB 341 went into effect on July 1, 2012, and requires all businesses that generate four or more cubic yards of garbage per week and multifamily dwellings with five or more units to recycle. AB 341 also sets a statewide goal of 75 percent waste diversion.

California Mandatory Organics Recycling Law – Assembly Bill 1826

AB 1826 is California's Mandatory Organics Recycling Law for commercial businesses and multifamily complexes. AB 1826 requires businesses to recycle organic waste on and after April 1, 2016. By January 1, 2016, local jurisdictions are required to implement an organic waste recycling program that diverts organic waste generated by businesses and multifamily residential dwellings consisting of five or more units. AB 1826 phases the mandatory recycling of commercial organic waste over time based on volume of waste generated by businesses. In April 2016, businesses generating over eight cubic yards of organic waste per week are required to arrange for organic waste recycling services; in January 2017, businesses generating over four cubic yards of organic waste per week will do the same. Additionally, jurisdictions are required to submit annual reports. In 2020, CalRecycle will conduct a formal review to determine if statewide organic waste disposal has been reduced by 50 percent of 2014 levels. If not, the mandate will expand to include businesses that generate over two cubic yards of organic waste per week.

Senate Bill 1383

In September 2016, the Governor signed into law SB 1383 which establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill builds upon California's leading commitments to reduce greenhouse gas emissions and air pollution statewide. The Governor identified reductions of short-lived climate pollutant emissions, including methane emissions, as one of five key climate change strategy pillars necessary to meet California's target to reduce GHG emissions 40 percent below 1990 levels by 2030 as established in SB 32 (Pavley, Chapter 249, Statutes of 2016).

Senate Bill 1016

SB 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required

to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

c. Regional and Local Laws, Regulations, and Policies

Planning for water management, wastewater and stormwater management, and solid waste disposal is conducted by local agencies to support their long-term resource planning and ensure adequate service to meet existing and future demands. In addition to federal and State regulations governing these planning efforts, cities, counties, and water districts may provide regulatory advisement on water resources, water treatment, and solid waste disposal. Many jurisdictions incorporate goals and policies relating to these topic areas in their municipal codes, general plans, development standards, or other regulations (e.g., utility master plans, solid waste management plans).

City and County General Plans

State law requires every city and county to adopt a general plan that expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private (OPR 2017). Included in the general plan are potential hazards, policies, and mitigation measures related to recreation, as well as public services and safety. The elements contained in the general plan are intended to promote the highest quality of life in a given jurisdiction.

Each general plan is required to have an open space element that guides the comprehensive and long range preservation and conservation of "open space land." A wide range of topics are addressed in the open space element, including open space for the preservation of natural resources, open space used for the managed production of resources, open space for outdoor recreation, open space for public health and safety, demands for trail oriented recreational use, the retention of all publicly owned corridors for future use, and the feasibility of integrating city and county trail routes with appropriate segments of the California Recreational Trails System. Policies and strategies for parks and recreation may include standards for park acreage and requirements for the provision of parks in new residential developments.

Each general plan is also required to have a safety element, which describes plans to promote safety within the jurisdiction, as well as the services available to maintain safety. The purpose of the safety element is to reduce the possible risks related to death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes, landslides, and other hazards. Included in the safety element is the emergency response section, which describes the service areas of emergency services, including fire, police, and medical, and an evaluation of the adequacy of the existing service and the demand for additional emergency services.

In addition, CCR Section 65302(g) states that a city may adopt a county's safety element "to the extent that the county's safety element is sufficiently detailed and contains appropriate programs and policies for adoption by a city."

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General plan policies relating to library services may involve the library level of service, capital facility funding, and library siting. In addition, general plans can evaluate proposed library facilities for consistency with library master plans and explore methods for financing new, expanded, or upgraded library facilities.

Monterey County

Monterey County General Plan

The Monterey County General Plan (Monterey County 2010a) includes 12 planning areas. Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy PS-1.1.** Adequate Public Facilities and Services (APFS) requirements shall:
 - a. Ensure that APFS needed to support new development are available to meet or exceed the level of service of “Infrastructure and Service Standards” (Table PS-1) concurrent with the impacts of such development;
 - b. Encourage development in infill areas where APFS are available, while acknowledging the rights of property owners to economically viable use of existing legal lots of record throughout the county; and
 - c. Seek to achieve acceptable level of service (LOS) standards through improvements funded by fair share impact fees and planned capital improvements (CIFPs).
- **Policy PS-13.1.** The County shall, when planning for development, require utility corridor rights-of-way or other easements of sufficient size to accommodate current and future needs.
- **Policy OS-1.2.** Development in designated visually sensitive areas shall be subordinate to the natural features of the area.

City of Carmel-by-the-Sea General Plan

The City of Carmel-by-the-Sea adopted its General Plan in 2003 (City of Carmel-by-the-Sea 2003). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy P6-15.** Based on identified housing, parking, recreation public and cultural facilities, parks and open space needs, develop, maintain, and periodically review a list of property within the City and its Sphere of Influence suitable for acquisition and/or disposition by the City-and establish priorities for potential actions.
- **Policy P6-19.** Maintain the City’s roadways, storm drains, and other public infrastructure to ensure they are safe and functioning adequately.
- **Policy P7-2.** Encourage the full utilization and opportunities within permanent open space areas for such uses as pedestrian paths and scenic viewpoints that would provide for public enjoyment of these areas.

City of Gonzales General Plan

The City of Gonzales adopted the Gonzales 2010 General Plan in 2011 (City of Gonzales 2010). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy HS-4.1.** Establish and maintain levels of service for police and fire that meet national and/or regional standards. Proposals for new development shall be evaluated against these service levels to determine the extent of improvements needed.
- **Policy COS-4.3.** Maintain agricultural open space around Gonzales as a means of giving form and definition to the City. To this end, permit urban development only within the areas designated for urban uses on the Land Use Diagram. Land immediately beyond this boundary should remain in agricultural use utilizing agricultural easement funds outlines in Implementing Action COS-4.3.3 (Agricultural Impact Fund), other mitigation measures that may arise as a result of project level CEQA review, and any other feasible methods to preserve agricultural lands and define the limits of urban expansion for the City.
- **Policy COS-6.2.** Provide a sufficient mix of park environments to meet both passive and active recreational needs, including: community parks, neighborhood parks, mini parks, and bicycle and pedestrian facilities.

City of Marina General Plan

The City of Marina General Plan (City of Marina 2000) was adopted by the City in 2000. Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy 2.106.** As the population of Marina grows, the policy force should be sufficiently staffed and deployed to maintain an average emergency response time of four minutes. Similarly, a maximum response time for fire protection of three to four minutes should be maintained. Where new development would be located beyond a three-to-four-minute response time, consideration should be given to the need for Class A fire-resistant roofing.
- **Policy 3.3.14.** Support water resource programs, including desalinization and reclamation efforts, to provide an adequate water supply to accommodate General Plan-permitted growth.
- **Policy 4.17.1.** Within built-up areas, existing topography shall be retained to make natural landforms more evident. This requirement of the General Plan may be fulfilled by minimizing grading and cutting filling for roadways, by providing public space with outlooks at the higher elevations, and by locating taller structures on the upper slopes of hills.

City of Monterey General Plan

The City of Monterey adopted the General Plan in 2005 (City of Monterey 2005). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

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- **Policy f.6.** Provide ongoing efficient and effective design, development, renovation, and management of visually aesthetic and functional park areas and facilities.
- **Policy f.3.** Continue to cooperate and coordinate with county and state agencies in providing police services within the community.
- **Policy a.3.** Encourage infill development within the City where it can efficiently be provided with public facilities and utilities.

Goal i. of the City of Monterey's General Plan contains programs that coordinate with the Water Management District, the California American Water Company, and Monterey Peninsula Water Supply Project to ensure adequate water supply for any new housing goals (Programs i.1.3, i.1.4, i.1.5). Goal a. in the Conservation Element recognizes the lack of available water supply and calls for obtaining a long-term and sustainable water supply.

City of Salinas General Plan

The City of Salinas General Plan (City of Salinas 2002) was adopted in 2002. The City is currently updating the Plan. Since the last comprehensive update in 1988, the city grew substantially and is now the largest city in Monterey County. The major focus of this General Plan is how to protect valuable agricultural resources while promoting a diversified economy. This General Plan includes the following elements: Land Use, Community Design, Housing, Conservation/Open Space, Circulation, Safety and Noise (City of Salinas 2002).

- **Policy LU-4.1.** Provide an effective and responsive level of fire protection, public education and emergency response service (including facilities, personnel, and equipment) through the Salinas Fire Department.
- **Policy COS-7.1.** Develop a high-quality public park system that provides adequate space and facilities for a variety of recreational opportunities conveniently accessible to all Salinas residents.
- **Policy COS-7.11.** Develop and maintain an integrated system of open-space corridors and trails along utility easements, power-transmission-line right-of-way, the reclamation ditch, stream banks, drainageways, slopes, and other natural features.

The City of Salinas General Plan also addresses water supply and water use. The General Plan includes Policy H-2.7 that supports public education programs around water conservation and provides homeowners with low cost or free water efficiency improvements for existing housing units.

City of Soledad General Plan

The City of Soledad adopted its General Plan in 2005 (City of Soledad 2005). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy PR-2.** The City will pursue the development of parks, open space and trails in areas subject to natural or human caused hazards such as natural or developed flood channels, hillsides, and sensitive resource areas.
- **Policy S-1.** The City shall ensure through the development review process that adequate public facilities and services are available to serve new development. New development shall not be allowed until adequate public services and facilities to serve such development are provided. Where existing facilities are inadequate, new development may only be approved when the following condition are met:
 - a. The developer and/or City can demonstrate that all necessary public facilities will be adequately financed and installed in time (through fees and other means); and
 - b. The facilities improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant.
- **Policy C/OS-11.** The City shall require that significant natural, open space, and cultural resources be identified in advance of development and incorporated into site specific development project design to the extent feasible.

San Benito County

San Benito County General Plan

The San Benito County 2035 General Plan (San Benito County, 2015a) sets a clear direction for the future of the county and includes goals, policies, and programs necessary to achieve the community's vision and guiding principles. Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy PFS-1.1.** The County shall ensure that adequate public facilities and services essential for public health and safety are provided to all county residents and businesses and maintained at acceptable service levels. Where public facilities and services are provided by other agencies, the County shall encourage similar service level goals.
- **Policy PSF-7.1.** The County shall ensure that there is adequate capacity within the solid waste system for the collections, transportation, processing, recycling, and disposal of solid waste to meet the needs of existing and projected development.
- **Policy NCR-1.1.** The County shall support and encourage maintenance of open space lands that support natural resources, agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.

The County's General Plan also contains goals pertaining to water supply. General Plan Goal PFS-3 is to "ensure reliable supplies of water for unincorporated areas to meet the needs of existing and future agriculture and development, while promoting water conservation and the use of sustainable water supply sources." Related policies under Goal PFS-3 include water district support (PFS-3.1), water rights protection (PFS-3.3), drought response (PFS-3.5), groundwater management (PFS-3.7) and integrated management (PFS-3.8).

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City of Hollister General Plan

The City of Hollister General Plan adopted its General Plan in 2005 (City of Hollister 2005). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy CSF1.1.** Ensure that future growth does not exceed the capabilities and capacity of local public services such as wastewater collection and treatment, local water supply systems, fire and police protection, maintenance of streets and roads, local school systems, parks and recreational facilities, and landfill capacity, and ensure that public services meet Federal and State standards and are available in a timely fashion.
- **Policy CSF2.4.** Encourage development in those portions of the Hollister Planning Area which are already served by the local water supply systems or to which water supply systems can reasonably be extended.
- **Policy OS1.3.** Hollister shall consider the use of creative site planning in a way that is responsive to open space values. Require those proposing new development to design open spaces to minimize paved areas and to maximize landscaping to reduce outdoor air temperatures around buildings in warm weather.

Santa Cruz County

Santa Cruz County General Plan

The Santa Cruz County Board of Supervisors adopted the 1994 General Plan and Local Coastal Program in 1994 (Santa Cruz County 1994). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy 5.11.3.** Require full mitigation of all potential adverse impacts associated with developments located in Urban Open Space areas.
- **Policy 7.4.1.** Establish local rural parks in the rural portions of the County, typically servicing within 4-5 miles radius and consisting of varying sizes depending on the recreational opportunities and resources available. Facilities could include open turf, sport fields, tennis courts, basketball courts, picnic areas, parking, restrooms, tot lot, equestrian facilities, and a building for community meetings and recreational programs.
- **Policy 7.7.22.** Obtain controlled public access to environmentally sensitive habitats through grants, dedication of easements or other means, including as a condition of new development approval, subject to policy 7.6.2. Open the access only for education or nature study purposes, and only when improvements and management are adequate to protect resources.

City of Scotts Valley General Plan

The City of Scotts Valley adopted its General Plan in 1994 (City of Scotts Valley 1994). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy OSP-366.** The City should identify accessible scenic, riparian and other corridors and establish a budget and funding sources for the acquisition of these corridors.
- **Policy PSP-537.** The City shall encourage public and private health care providers to expand their services or to locate in the City consistent with environmental constraints and the needs of local residents.
- **Policy PRP-618.** The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

City of Santa Cruz General Plan

The City of Santa Cruz 2030 General Plan (City of Santa Cruz 2012b) was adopted in 2012. Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy CC7.6.** Coordinate law enforcement planning with local, regional, State, and federal agencies and private security companies.
 - a. Participate in multijurisdictional crime suppression units with emphasis on career criminal apprehension and reducing the number of victims.
 - b. Maintain mutual aid agreements and train in mutual procedures.
- **Policy PR1.1.** Provide and manage a system of parks and recreation related facilities that serve the needs of residents and visitors.
 - a. Update and modify the park system and services to accommodate changes in the population and recreational needs.
 - b. Develop and maintain a citywide Parks Master Plan that sets service standards and strategic goals for the development and maintenance of parks and related facilities.
 - c. Plan for expansion of concessions in parks and recreation facilities.
 - d. Fund and staff regularly scheduled preventative maintenance.
- **Policy PR3.1.** Enhance the outdoor educational and recreational experience in appropriate open space lands and coastline.
 - a. Provide recreational and educational opportunities within the open space lands and coastline consistent with adopted master or management plans.

City of Capitola General Plan

The City of Capitola adopted the General Plan in 2014 (City of Capitola, 2014). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy LU-13.1.** Provide a diversity of park types, including active low investment (e.g., playfields and picnic facilities), and passive recreational facilities (e.g., natural areas suitable for quiet reflection).
- **Policy OSC-6.1.** Promote the preservation of native species, habitat, and vegetation types and overall natural diversity in Capitola.

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- **Policy OSC-11.2.** Increase the City government waste diversion rate to 75 percent by expanding reduction, recycling, and composting programs; practicing reuse; conducting waste audits; and promoting the purchase of environmentally friendly office products.

City of Watsonville General Plan

The City adopted the existing Watsonville 2005 General Plan in 1994 (City of Watsonville 1994). Example policies within the General Plan that are relevant to public services, recreation and open space, and utilities are listed below:

- **Policy 8.A.** The City shall plan for park and recreation needs in coordination with the Pajaro Valley Unified School District, Santa Cruz County, and other groups to meet the demands of the growing population.
- **Policy 9.F.** The City shall designate for open space and environmental management those areas rich in wildlife species and fragile in ecological make-up. These habitat zones shall be made part of the greenbelt where appropriate.
- **Policy 11.C.** The water system shall be designed, constructed and managed to provide a sufficient quantity of appropriate-quality water for the existing and planned community.

Groundwater Sustainability Plans

As discussed in Section 4.10, *Hydrology and Water Quality*, there are multiple groundwater subbasins in the AMBAG region, each of which has a designated GSP responsible for developing and implementing a GSA for the respective basin. The Salinas Valley Basin GSA is responsible for developing and implementing a GSP for the greater Salinas Valley Groundwater Basin, which is comprised of multiple subbasins. In January 2020, the California DWR approved the Salinas Valley Basin GSA's Final GSP for the Salinas Valley 180/400-ft. Aquifer Subbasin, which covers 89,700 acres and was identified by the California DWR as being a High Priority basin. The GSP reports a general decline in groundwater elevations, annual loss of groundwater storage, threat of seawater intrusion, and elevated nitrate concentrations. Considering these threats, the GSP projects that pumping would need to be lowered by about seven percent to meet the long-term sustainable yield for the Salinas Valley 180/400-ft. Aquifer Subbasin. The GSP identifies actions to encourage groundwater recharge, which focus on agriculture (Salinas Valley Basin Groundwater Sustainability Agency 2020).

In addition to the Salinas Valley Basin GSA, other GSAs within the AMBAG region include the Santa Cruz Mid-County Groundwater Agency (MGA), which developed a GSP for the Santa Cruz Mid-County Groundwater Basin, also identified by the DWR as a High Priority basin. The Santa Cruz Mid-County Basin GSP was approved by the California DWR on June 3, 2021. The GSP addressed, among other topics, seawater intrusion which is actively affecting this basin due to over-pumping that has lowered groundwater elevations in the coastal portion of the basin, and is the main threat to the sustainability of the basin. Lower water demand since 1995 has reduced groundwater pumping, but modeling indicates that supplemental water supply is still needed to achieve groundwater sustainability. To prevent additional seawater intrusion, the GSP recommends continuing to conserve water, manage demand, and

redistribute municipal groundwater pumping, while adding efforts to improve aquifer storage and recovery, increase water transfers, add distributed stormwater managed aquifer recharge, and use advanced purified wastewater (Santa Cruz Mid-County Groundwater Agency 2019).

As shown in Section 4.10, *Hydrology and Water Quality*, Table 4.10-2, GSPs are currently under development for most groundwater subbasins in the AMBAG region. The Salinas Valley Basin GSA is preparing a comprehensive GSP for the Salinas Valley Groundwater Basin, and will also address other High Priority basins in accordance with the SGMA-required timeline. These High Priority basins include the Salinas Valley-Langley Area Subbasin and the Salinas Valley-East Side Aquifer Subbasin, which are required to have a DWR-approved GSP in place by 2022. Similarly, the DWR-designated Medium Priority basins will also be addressed by a GSP in accordance with the SGMA-required timeline, including the Monterey, Carmel Valley, Forebay Aquifer, and Upper Valley Aquifer Subbasins. San Benito County Water District will complete a GSP for the three Medium Priority basins within the county by 2022, including the Bolsa, Hollister, and San Juan Bautista Subbasins. In addition, Santa Cruz County will be responsible for implementing a GSP for the Santa Margarita and Corralitos-Pajaro Valley Subbasins by 2022.

In accordance with SGMA, the purpose of a GSP is to facilitate the attainment and maintenance of sustainable groundwater conditions within the respective basin. Within the 2045 MTP/SCS area, there are multiple groundwater subbasins, several of which are currently being managed in accordance with a DWR-approved GSP, and most of which currently have a GSP in development by the respective GSA. Each GSP identifies measures to encourage groundwater recharge and improve sustainable conditions, including with respect to seawater intrusion and associated effects on water supply availability. To characterize appropriate actions required to achieve and maintain sustainable conditions in a given groundwater basin, the GSA considers the approved and planned development types and intensities within the GSP study area, to anticipate how water demands may fluctuate in the future.

Emergency Response and Evacuation Plans

Emergency response plans include elements to maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local levels for all types of disasters, human-made and natural. Local governments have the primary responsibility for preparedness and response activities.

The Monterey County OES alerts and notifies appropriate agencies when disaster strikes, coordinates all responding agencies, ensures resources are available and mobilized, develops plans and procedures for response and recovery, and develops and provides preparedness materials for the public.

The County of San Benito adopted its emergency operations plan in October 2015 (San Benito County 2015b). The emergency operations plan addresses the County's response to extraordinary emergency situations associated with natural disasters or human-caused

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emergencies. The emergency operations plan describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed, and the process to ensure continuity of government during an emergency or disaster.

The County of Santa Cruz currently has a draft version of an emergency management plan (Santa Cruz County 2015). The plan establishes a comprehensive, all-hazards approach to incident management across a spectrum of activities including prevention, preparedness, response, and recovery. It addresses the planned response to extraordinary situations associated with large-scale emergency incidents in or affecting Santa Cruz County.

Recreation and Park Master Plans

Recreation and park master plans outline projected recreation facility needs and strategies for fulfilling those needs. The main purpose of the plans is to provide guidance for addressing preservation, use, development, and administration of recreation facilities. These policy and action documents ensure the preservation of the naturalistic environment while providing developments to facilitate human enjoyment of the parks and recreation areas. Plans can target goals and future actions for a specific park or be generalized to a collection of parks in a larger system.

Stormwater Discharges from Municipal Sources (MS4)

As described in Section 4.10, *Hydrology and Water Quality*, to prevent harmful pollutants from being washed or dumped into MS4s, certain operators are required to obtain NPDES permits and develop stormwater management programs (SWMPs). The SWMP describes the stormwater control practices that will be implemented consistent with permit requirements to minimize the discharge of pollutants from the sewer system. There are many MS4 permittees in the AMBAG region. Some examples of MS4 permittees in the region including the City of Santa Cruz, City of Capitola, City of Hollister, City of Monterey, and County of Monterey. Cities and counties within the AMBAG region are in charge of regulating and permitting stormwater permits within their respective jurisdictions. Examples of local regulations for stormwater permits are provided in Section 4.10, *Hydrology and Water Quality*.

Solid Waste Plans

There are various plans and ordinances in effect within the AMBAG region that are intended to reduce the amount or types of solid waste that goes to landfills. For example, each county in the AMBAG region, as well as most of the cities within the counties have a variation of a reusable bag ordinance. These ordinances are intended to reduce the number of plastic shopping bags that are disposed in landfills. There are also adopted solid waste plans applicable to the AMBAG region. For example, the County of Santa Cruz has its *Zero Waste Plan for Santa Cruz County* (County of Santa Cruz 2015). The Zero Waste Plan is a long-term

goal for the County and set a 75 percent diversion rate by the year 2010, and additional diversion goals for future years.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact on public services, recreation, and utilities and service systems:

1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - a. Fire protection;
 - b. Police services;
 - c. Schools;
 - d. Parks; or
 - e. Other public facilities.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
4. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects;
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
6. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
7. Not comply with federal, state and local management and reduction statutes and regulations related to solid waste.
8. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

Refer to Section 4.10, *Hydrology, Water Quality, and Water Supply*, for a discussion of the potential for the 2045 MTP/SCS to substantially decrease groundwater supplies or interfere

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substantially with groundwater recharge, or to conflict with or obstruct implementation of a sustainable groundwater management plan.

This analysis includes a program-level, qualitative assessment of impacts related to public services, recreation, and utilities. Impacts related to these resource areas are more localized in nature, and therefore the analysis is qualitative and focuses on the existing regulations, standards, and policy measures to address these localized impacts. This evaluation of public utilities, facilities, and services impacts assumes that construction and development under the 2045 MTP/SCS would adhere to applicable federal, State, and local regulations and would conform to appropriate standards in the industry, as relevant for individual projects. Where existing regulatory requirements or permitting requirements exist that are law and binding on responsible agencies and project sponsors, it is reasonable to assume that they would be implemented, thereby reducing impacts.

b. Project Impacts and Mitigation Measures

The following section describes public services, recreation, and utilities impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a. Fire protection,
- b. Police services,
- d. Parks, or
- e. Other public facilities

Impact PSU-1 THE 2045 MTP/SCS WOULD RESULT IN NEW OR EXPANDED GOVERNMENTAL FACILITIES, THE IMPLEMENTATION OF WHICH WOULD RESULT IN SUBSTANTIAL PHYSICAL IMPACTS. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in Section 4.13, *Population and Housing*, between 2020 and 2045, the AMBAG region is forecasted to grow by 95,047 people; 37,088 housing units; and 36,544 jobs. The 2045 MTP/SCS designates growth geographies and identifies a set of land use strategies to accommodate the projected growth that results in focused housing and job growth concentrated primarily in or adjacent to already developed areas and along existing transit

corridors. The 2045 MTP/SCS was designed to accommodate the people, households, and jobs identified in the regional growth forecast. The overall growth would result in increased demand for services. As the number of households grows, demand for fire protection and police services, parks, and other general government services and facilities (e.g., libraries) would increase.

The 2045 MTP/SCS includes land use strategies that would allow for denser or more compact development in designated growth geographies. Implementation of the proposed Plan would result in more dense and intense development than existing conditions, largely as infill development. Therefore, service areas for existing service providers may not substantially expand. This type of growth pattern would allow jurisdictions to leverage existing facilities and absorb some of the increased demand more efficiently than if new development were more dispersed.

Overall, with implementation of the 2045 MTP/SCS, the higher density and intensity of new growth in the AMBAG region, particularly in developed areas, would limit the need to expand service boundaries for law enforcement and fire protection. As a function of distance, these services would not need to expand. However, as function of response time, implementation of the 2045 MTP/SCS could result in the need to construct new or expanded facilities. In order to maintain adequate response times, existing emergency service providers may need to expand their facilities if additional population growth results in substantial increases in the volume of requests for services or a decrease in response times. In cases where future demand exceeds capacity, new facilities may be required. Additionally, the demand on fire departments, particularly those serving more rural areas, would increase as the frequency or intensity of wildfires also increase. As described in Section 4.17, *Wildfire*, implementation of the 2045 MTP/SCS would exacerbate the risk of wildfire.

The general plans for each county in the AMBAG region include goals, policies, and programs which intend to ensure the protection and that supply of services meets local demand. Cities have similar general plan policies. The Monterey County General Plan Public Service Element Goal PS-1 intends to ensure that adequate public facilities and services and the infrastructure to support new development are provided over the life of the General Plan (Monterey County, 2010a). Policies PS-1.1 and PS-1.2 are designed to ensure that improvement and financing is designed to accommodate new services, provide adequate public facilities and maintain acceptable levels of service. The San Benito County 2035 General Plan Public Facilities and Services Element Goal PFS-1 intends to provide residents and businesses quality, cost, effective and sustainable public facilities and services (San Benito County, 2015a). Policies PFS-1.1, PFS-1.2 and PFS-1.4 are designed to ensure that the County maintains adequate public facilities, identifies and finds solutions to support key public facility infrastructure, and to preserve, improve and replace facilities to maintain adequate levels of service for existing and future development. The Parks, Recreation and Public Facilities Element of the Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County, 1994) contains objectives related to Fire, Police and Public Services and Facilities which are designed to provide high levels of protection services, and promote the improvement of public services and facilities (Objectives 7.16, 7.17 and 7.27).

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However, at the regional scale, the addition of 95,047 people; 37,088 housing units; and 36,544 jobs would place increased demand on existing resources to the extent that the construction of new or expanded facilities would be required, the construction of which would cause significant environmental impacts. Impacts to fire protection, police services, parks, and other public service facilities resulting from land use development envisioned in the 2045 MTP/SCS would be significant.

Transportation projects included in the 2045 MTP/SCS would not generate substantial demand for public services, such as fire protection, police, parks, or other public facilities requiring new or expanded facilities. Transportation projects would not generate substantial demand for these services because transportation projects do not increase the population of the AMBAG region, either directly or indirectly. Transportation projects would also not require the removal and replacement of existing public services, such as police stations or fire departments. Therefore, transportation projects included in the 2045 MTP/SCS would result in less than significant impacts to fire protection, police services, parks, and other public service facilities.

Mitigation Measures

Cities and counties in the AMBAG region, as well as other public service providers, can and should implement this measure, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSU-1 Increased Public Service Demand

During the CEQA review process for individual facilities, the implementing agency with responsibility for construction of new public service facilities or the expansion of existing facilities, including those of fire and police services, parks, and other public facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new public or expanded public service facilities.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies are cities, counties, and/or implementing agencies for land use projects, and other public service providers. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Mitigation Measure PSU-1 would reduce impacts related to the provision of new or physically altered governmental facilities to less than significant with mitigation because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

c. Schools

Impact PSU-2 THE 2045 MTP/SCS WOULD REQUIRE THE PROVISION OF NEW SCHOOLS, THE CONSTRUCTION OF WHICH WOULD RESULT IN SUBSTANTIAL PHYSICAL IMPACTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT BECAUSE OF STATE REGULATIONS MANDATING DEVELOPMENT IMPACT FEES.

As discussed above, the 2045 MTP/SCS would accommodate the people, households, and jobs identified in the regional growth forecast. The overall growth would result in increased demand for services, including school services. The proposed composition of residential land uses would vary as future development occurs and the total number of households would increase. Alongside this, the projected population growth in the region would result in more school-age children brought into school districts within each county. The generation of additional primary and secondary school-age children and the ability of individual schools to accommodate them is dependent on the type of housing, demographics, and the available capacity of the elementary, middle, and high schools that would accommodate them. This is a dynamic condition that changes over time as population characteristics and other variables change. In the cases where increased growth exceeds the capacity of schools and other government-related services and facilities, implementation of the 2045 MTP/SCS would require additional or modified facilities to ensure acceptable levels of service.

Future project sponsors would be required by law to pay development impact fees at the time building permits are issued. These fees are used by the applicable school district to mitigate impacts associated with long-term operation and maintenance of school facilities. The fees would be determined at the time of the building permit issuance and would reflect the most current fee amount requested by the school district. Pursuant to Section 65996(3)(h) of the California Government Code (SB 50), payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change

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in government organization or reorganization.” Impacts of the 2045 MTP/SCS on schools would therefore be less than significant.

Mitigation Measures

None required.

Threshold 2: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

Threshold 3: Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Impact PSU-3 THE 2045 MTP/SCS WOULD INCREASE THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES, RESULTING IN SUBSTANTIAL PHYSICAL DETERIORATION, AND WOULD INCLUDE RECREATIONAL FACILITIES THAT WOULD HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Implementation of the 2045 MTP/SCS would increase demand on existing public parks and other recreational facilities in the region and could cause accelerated physical deterioration of parks, trails, and recreational facilities as a result.

The 2045 MTP/SCS would accommodate the people, households, and jobs identified in the regional growth forecast. The overall growth would result in increased demand for services, including recreational facilities. Implementation of the 2045 MTP/SCS would potentially result in an increased use of existing recreational facilities associated with increases in regional growth. Transportation projects would improve access to recreational facilities, which would result in additional use. Combined, the land use growth and transportation projects included in the 2045 MTP/SCS would likely increase use of existing facilities, which would result in a substantial physical deterioration of the facilities or require expanded or new recreational facilities.

However, it should also be noted that some of the active transportation projects included in the 2045 MTP/SCS would provide new recreational opportunities such as new Class I-III bike lanes, hiking trails, and improve access to recreational facilities. The provision of new recreational opportunities could decrease use of existing recreation facilities as residents and visitors to the AMBAG region would have more options and destinations for recreation. Because use of existing facilities could decrease with the provision of new facilities, the rate or deterioration of existing facilities would also correspondingly decrease. The construction of active transportation projects that could also be used for recreation would have the potential to result in environmental impacts. The significant environmental impacts of these active transportation projects, as well as any new or expanded recreational facilities to serve land use development under the SCS, have already been disclosed previously in Chapter 4, *Environmental Impact Analysis*.

Development of the individual projects in the 2045 MTP/SCS would be required on a project by project basis to pay development fees towards to the applicable jurisdiction. Since the passage of the 1975 Quimby Act (Government Code § 66477 *et seq.*), cities and counties have been authorized to adopt ordinances requiring that developers set aside land, donate conservation easements, or pay fees that can be used for purposes of acquiring parkland. In accordance with this regulation, each county in the AMBAG region requires that new residential development provide parkland and/or pay in lieu fees for the provision of parkland. Cities also typically have similar types of policies in their general plans and/or Code of Ordinances. All future development included in the 2045 MTP/SCS would be required to comply with these regulations. The payment of these fees would go toward maintaining parks or providing new park space, which would also reduce use of existing recreational facilities. Reduced use of existing facilities would result in a corresponding decrease in deterioration of existing facilities. However, payment and utilization of Quimby Act fees would not entirely prevent or remediate deterioration of parks and recreational facilities. While land use development could increase demand on recreational services, existing State requirements regarding development of a complete general plan, including Open Space and Conservation Elements, require local jurisdictions to address impacts on recreational facilities. Compliance with State requirements, which would result in long-range planning for recreation facilities, would help ensure that existing facilities are properly maintained, despite regional growth. As such, substantial physical deterioration of existing facilities and/or accelerated deterioration would not occur. Thus, land use development under the proposed 2045 MTP/SCS would not have a significant impact on deterioration of recreational resources.

Although impacts related to substantial physical deterioration would be less than significant, the construction of new or expanded recreational facilities itself would result in significant environmental impacts. Therefore, this impact is significant.

Mitigation Measures

Cities and counties in the AMBAG region, and recreation agencies, can and should implement the following measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSU-3 Impact Reduction from New Recreational Facilities

During project specific design and CEQA review, the cities and counties in the AMBAG region, and other agencies with responsibility for the construction of new or expanded recreation facilities, can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction of such facilities. The environmental impacts associated with such construction should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce significant impacts associated with air quality, noise, transportation, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and

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others that apply to specific construction of new or expanded recreation facilities, including recreational trails.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects, including recreation trails, are cities, counties, and recreation agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Implementation of Mitigation Measure PSU-3 would reduce impacts associated with the construction of additional parks and recreation facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 4: Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects Threshold 5: Result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments
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Impact PSU-4 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT, OR STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Envisioned 2045 MTP/SCS land use development would result in a need for new or expanded water and wastewater treatment facilities to accommodate demand in specific areas that exceeds the capacity at existing facilities. Transportation improvements would not lead to the construction of projects that include habitable residences or commercial buildings, but projects implemented under the 2045 MTP/SCS would introduce additional water demands to the AMBAG region. Most transportation improvements involve modification of existing facilities and would not result in a substantial increase in landscaped areas that require irrigation. However, future transit projects with restrooms envisioned by the 2045 MTP/SCS would require potable water, such as the Passenger Rail to Santa Clara County (SB-LTA-A53) or King City Multimodal Transit Station (MON-KCY053-CK). As described below in Impact PSU-7, water supply could be insufficient for meeting demand. In some instances, wastewater treatment capacity may need to be expanded along with the use of advanced treatment

technology, reclaimed water distribution, or groundwater recharge. In combination, proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would require construction or expansion of water or wastewater treatment facilities or result in the determination by a wastewater treatment provider that it has inadequate capacity to serve future demand. Depending on the exact timing and location of future development, it may become necessary to construct new water and wastewater treatment facilities or expand existing facilities to maintain adequate water supply and wastewater treatment capacity. The construction of new or expanded water and wastewater treatment facilities could result in potentially significant impacts, depending on their location and design and the environmental resources present where the facilities are located.

The proposed 2045 MTP/SCS would result in an increase of approximately 37,088 new housing units through this horizon year. Development of the remaining acres outside of existing urban areas could be composed of a variety of land uses and impervious surfaces (e.g., paved areas, building rooftops, parking lots) that would result in incremental increases in the volume and rate of stormwater runoff, and possibly require the expansion or construction of new stormwater drainage facilities. Urban infill can also increase impervious surfaces by converting permeable vacant or underused parcels into land with more paving or structures. Some redevelopment can reduce the amount of impervious surface, however, by converting pavement or buildings into permeable paving or landscape. Redevelopment can also increase the amount and rate of runoff by discharging greater amounts of water on a site than before development, typically because of excessive landscape irrigation. Infrastructure upgrades would accommodate the stormwater and water quality treatment needs of the individual development. As described in Section 4.10, *Hydrology and Water Quality*, the CWA NPDES MS4 Phase I and Phase II requirements compel agencies and developments to implement SWMPs, which in turn require the implementation of source and treatment control measures. NPDES MS4 permittees are also required to develop and enforce ordinances and regulations to reduce the discharge of sediments and other pollutants in runoff and must verify compliance. New development that would introduce 10,000 or more square feet of new impervious surfaces would be required under Provision C.3 of the NPDES to incorporate LID strategies such as stormwater reuse, onsite infiltration, and evapotranspiration. Some typical BMPs to meet regulatory standards for project operation include erosion control and revegetation programs, LID, alternative discharge options and integrated pest management techniques in landscaped areas. During operations and maintenance of envisioned projects, operational BMPs would result in compliance with applicable stormwater runoff discharge permits. In addition, consistent with the Post-Construction Stormwater Management Requirements for development projects in the central coast region (February 2013), post project stormwater flows from a project site are required to be the same or less than pre-project stormwater flows.

The infill nature of the 2045 MTP/SCS development pattern, combined with compliance with existing stormwater regulations that mitigate runoff flows, would result in less than significant impacts on the stormwater capacity of existing systems because much of the growth would occur on already impervious land built to lower standards and the slight increase of urbanized land would have to comply with current standards. However, it can

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reasonably be assumed that development outside of urbanized areas would require the construction of new stormwater drainage systems that may create adverse environmental effects.

Likewise, some transportation projects would also increase impervious surface area compared to existing conditions, such as transportation projects that involve adding new or additional travel lanes to paved roads. Depending on the location and design specific to transportation projects included in the 2045 MTP/SCS, stormwater runoff may be captured in existing storm drain systems and conveyed to local or regional wastewater treatment facilities. Additionally, roadways, such as state highways, are often adjacent to pervious surfaces, such as gravel shoulders, agricultural fields, or other unpaved surfaces. Runoff from the roadway surface is able to flow overland into these pervious areas and infiltrate the ground, reducing impacts to the local stormwater system. For other transportation projects, additional drainage infrastructure that results in additional ground disturbance would be required.

Additionally, implementation of the 2045 MTP/SCS land use development pattern could result in the demand for new energy and telecommunication infrastructure. The specific nature of the infrastructure is difficult to predict because both the energy and telecommunication fields are evolving rapidly with new technologies. As communities continue to implement strategies to electrify their communities and transition to a less carbon intensive electric system, upgrades to existing distribution systems would be expected. Where existing electric, natural gas, and telecommunications infrastructure cannot accommodate demand generated from increased land development and densities associated with implementation of the 2045 MTP/SCS, and where the capacity of existing infrastructure is exceeded, new or expanded infrastructure that may create adverse environmental effects, including electric power, natural gas, and telecommunications may be required.

Overall, implementation of the 2045 MTP/SCS may require new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities or the relocation of existing facilities. The construction or relocation of these facilities may have effects related to construction and to conversion of undeveloped land. Therefore, these impacts would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that require new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region, and other utility providers, can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project

specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSU-4(a) Water and Wastewater Treatment Facilities

During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and other utility providers with responsibility for the construction of new water or wastewater treatment and collection facilities or the expansion of existing facilities can and should apply necessary mitigation measures to reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality and others that apply to specific construction or expansion of water or wastewater treatment and collection facilities projects.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

PSU-4(b) Stormwater Facilities

During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region and special districts with responsibility for the construction of new stormwater drainage facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of storm water drainage facilities projects.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land

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use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

PSU-4(c) Stormwater Control Methods

During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following measures where feasible:

- For transportation projects, incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure such features are analyzed during environmental review. Implement mitigation measures identified for such features on a project specific basis, where feasible and necessary based on project and site specific considerations.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

PSU-4(d) Electric Power, Natural Gas, or Telecommunications Facilities

During the CEQA review process, cities, counties, and AMBAG region energy and telecommunications providers and regulatory agencies with responsibility for the construction or approval of new electric power, natural gas, or telecommunications facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Implementation of Mitigation Measure PSU-4(a) through PSU-4(d) would reduce impacts associated with the construction of additional water and wastewater treatment, stormwater

drainage, electric power, natural gas, or telecommunications facilities because it would require implementing agencies to apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. However, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would be significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 6: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

Impact PSU-5 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD GENERATE SOLID WASTE IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction activities would generate solid waste that would need to be disposed at local landfills, and individual contributions on a project by project basis would be analyzed under planning review prior to project implementation. Impacts associated with transportation infrastructure projects would be temporary and reduced by compliance with the California Green Building Code and Senate Bill 1016, which require that construction operations recycle a minimum of 50 percent of waste generated. Similarly, land use development projects would also be required to comply with a 50 percent diversion rate, as required by California's Integrated Waste Management Act of 1989 (State Assembly Bill [AB] 939) and a future 75 percent diversion pursuant to AB 341. Compliance with these requirements would ensure that solid waste generated from land use development would be minimized the extent practical, and that diversion rates would increase into the future, as development included in the 2045 MTP/SCS is built out.

For the non-diverted waste generated by projects included in the 2045 MTP/SCS, solid waste would require disposal in area landfills. As shown in Table 4.14-5, there are six active landfills in the AMBAG region. Between 2020 and 2045, the AMBAG region is projected to grow by 95,047 people; 37,088 housing units; and 36,544 jobs. This increase in population would result in increased generation of solid waste and would potentially exceed local landfill capacity.

Land use development projects undertaken with implementation of the 2045 MTP/SCS would be required to comply with federal, State, and local statutes and regulations related to solid waste, including County and City General Plans. Local jurisdictions also have goals and policies for recycling and diversion of solid waste to ensure compliance such as AB 939 which requires that all California counties provide at least 15 years of ongoing landfill capacity.

While there are regulations in place intended to reduce solid waste generation, implementation of the 2045 MTP/SCS would result land use development that would not occur evenly around the region. Areas with the most growth would generate waste that could exceed the current permitted capacity at local landfills. Implementation of the 2045 MTP/SCS land use development pattern and transportation projects would reduce the capacity of

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existing landfills, leading to earlier closure dates than currently anticipated and a need for increased landfill capacity. Therefore, this impact would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts related to solid waste, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSU-5 Solid Waste Generation and Disposal

During the CEQA review process for individual facilities, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies, and cities and counties in the AMBAG region can and should implement, the following measures where feasible:

- Provide an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials.
- Maintain or reuse existing building structures and materials during building renovations and redevelopment.
- Use salvaged, refurbished, or reused materials to help divert such items from landfills.
- Divert construction waste from landfills, where feasible, through means such as:
 - Submitting and implementing a construction waste management plan that identifies materials to be diverted from disposal;
 - Establishing diversion targets, possibly with different targets for different types and scales of development;
 - Helping project sponsors and implementing agencies share information on available materials with one another, to aid in the transfer and use of salvaged materials.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies are cities, counties, and utility agencies for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Implementation of Mitigation Measure PSU-5 would reduce impacts associated with solid waste generation because it would require that land use and transportation projects apply landfill diversion strategies including reusing building materials, maintaining structures

where applicable, and developing construction waste management plans. However, these mitigation measures may not be feasible or effective for every project. Therefore, this impact would remain significant and unavoidable.

Threshold 7: Not comply with federal, state and local statutes and regulations related to solid waste

Impact PSU-6 PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE DEVELOPMENT PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD BE REQUIRED TO COMPLY WITH ALL RELEVANT STATUTES AND REGULATIONS RELATED TO SOLID WASTE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed under Impact PSU-4, transportation improvements and land use development projects envisioned by the 2045 MTP/SCS would be required to comply with the California Green Building Code and SB 1016, which require that construction operations recycle a minimum of 50 percent of waste generated. Similarly, land use development projects would also be required to comply with federal, State, and local statutes and regulations related to solid waste, including a 50 percent diversion rate pursuant to AB 939 and a future 75 percent diversion pursuant to AB 341, as well as local jurisdiction goals and policies for recycling and diversion of solid waste. Therefore, the 2045 MTP/SCS would comply with relevant federal, state, and local statutes and regulations related to solid waste. This impact would be less than significant.

Mitigation Measures

None required.

Threshold 8: Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

Impact PSU-7 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD INCREASE WATER DEMAND IN THE AMBAG REGION SUCH THAT WATER SUPPLIES MAY BE INSUFFICIENT TO SERVE ENVISIONED DEVELOPMENT. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Water supply in the AMBAG region consists primarily of imported surface water supply and locally produced groundwater supply. In addition, alternative and expanded water supplies include recycled water, groundwater recharge, and water conservation. Projects implemented under the 2045 MTP/SCS would introduce additional water demands to the AMBAG region. Most transportation improvements involve modification of existing facilities and would not result in a substantial increase in landscaped areas that require irrigation. However, streetscaping projects proposed in the 2045 MTP/SCS, such as the San Carlos Streetscaping (MON-CAR007-CM) in Monterey County and the West Gateway Improvement Project (SB-COH-A13) in San Benito County, could require water for landscaping. Furthermore, new and extended roadways could include tree and shrub plantings. In addition, future transit projects with restrooms envisioned by the 2045 MTP/SCS would

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require potable water, such as the Passenger Rail to Santa Clara County (SB-LTA-A53) or King City Multimodal Transit Station (MON-KCY053-CK).

Major 2045 MTP/SCS projects, particularly new and extended roadways, and parking facilities could affect groundwater supplies by incrementally reducing groundwater recharge potential. Increased impermeable surfaces associated with proposed improvements could negatively impact natural infiltration within existing rights-of-way, however, there would be no effect on groundwater recharge if potential sites are already paved. Also, during grading and general construction activities for projects under the 2045 MTP/SCS, water supply would be needed to provide fugitive dust management. Given the current state of overdraft of many groundwater basins in the study area, and the likelihood that more than one project would be constructed simultaneously in areas with overdrafted basins, the short-term water supply impact during construction of 2045 MTP/SCS transportation projects would be significant.

It is likely that many projects involving landscaping and infill development near transit would be located in urban areas served by overdrafted groundwater basins, including the City of Watsonville and the City of Santa Cruz. Development associated with the land use scenario envisioned in the 2045 MTP/SCS may also impact water supplies requiring additional water for mixed use development and infill, as well as outlying, development. Future development envisioned under the 2045 land use scenario would increase the demand on the region's water supply. Further, increased demand on water supply driven by the increase in population coupled with increasingly common drought conditions would result in insufficient supply. Population within the AMBAG region is expected to increase from about 775,000 in 2020 to nearly 870,000 by 2045 (AMBAG 2020). Given existing reliance on and over-drafting of groundwater and anticipated continued drought it is possible that there would be insufficient water without new or expanded supply. Therefore, the impact from land use projects would be significant.

As discussed in Section 4.10.2, *Regulatory Setting*, UWMPs for the AMBAG area estimate and pursue the efficient use of available water supplies identifying short-term and long-term water demand management measures. UWMPs are generally updated every five years to account for water demand resulting from the growth envisioned in general plan updates and updated population growth forecasts. Therefore, the current UWMPs applicable to the AMBAG region generally account for the land development envisioned in the 2045 MTP/SCS because it is largely consistent with applicable general plans. In addition, SB 610/221 amended State law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. Further, GSPs prepared under SGMA would be implemented to protect and regulate groundwater in the AMBAG area. These regulatory and planning programs encourage planning for anticipated water usage and thus conservation in the AMBAG area and would include consideration for the water demand anticipated by the 2045 MTP/SCS.

The forecasted AMBAG population growth, land use and transportation projects, although completed in compliance with existing regulations, would generate considerable water demand. Groundwater subbasins are already being overdrawn to support the existing

population and California entered a new drought in 2020 after a sustaining a five year drought from 2012 to 2016. In addition, although existing regulations would reduce groundwater impacts, some jurisdictions may not have local regulations or the regulations may not apply to all projects. Therefore, the region may have insufficient water supplies available to serve MTP/SCS demands and reasonably foreseeable future development during normal, dry, and multiple dry years, and this impact would be significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that have water supply impacts, where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

PSU-7(a) General Conservation Measures

Agencies implementing land use and transportation projects that could increase water demand shall, or can and should, coordinate with relevant water services to ensure demand can be accommodated and identify a water consumption budget. Any existing water conservation measures that reduce demand for potable water, such as reducing water use for landscape irrigation for transportation projects or use of water-conserving fixtures in envisioned land use projects, should be employed. Reclaimed water should be used when possible.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies are cities and counties for land use projects. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

PSU-7(b) Construction Dust Suppression Water Supply

Implementing agencies shall, or can and should, ensure that for all 2045 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall, or can and should, be noted on construction plans and shall be spot checked by the implementing agency.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation and land use projects are RTPAs, transportation project sponsor agencies, and Metropolitan Planning Organizations. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

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PSU-7(c) Landscape Watering

In jurisdictions that do not already have an applicable local regulatory program related to landscape watering, implementing agencies shall, or can and should, design 2045 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

PSU-7(d) Porous Pavement and Bioswale Installation

In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, implementing agencies for a 2045 MTP/SCS project that involves streetscaping, parking, transit and/or land use improvements shall, or can and should, ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation. Additionally, if a project would substantially increase impervious surfaces the sponsor shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdiction's local regulatory programs.

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during project permitting and environmental review.

Significance After Mitigation

Implementation of the above measures would reduce impacts from water supply in the AMBAG region. However, the population growth forecast coupled with existing groundwater over-drafting and regular droughts indicate that demand may outpace supply in certain areas. The land use scenario envisioned by the 2045 MTP/SCS along with 2045 MTP/SCS transportation projects would result in the need for additional water supply, even with the implementation of mitigation measures listed above. Given the overdraft conditions of area groundwater basins and other regional water supply concerns, impacts would remain significant and unavoidable. No additional feasible mitigation measures to reduce this impact to less than significant levels are available.

c. Specific MTP/SCS Projects That May Result in Impacts

Some transportation network improvements, such as road widening, extension, or signalization projects, would require increases in utility usage such as water and electricity, while others could indirectly induce growth that would generate demand for police, fire, schools, and other public services. Public service standards, performance measures, and policies related to public services, recreation, and utilities are established by local jurisdictions and regulatory agencies. At a regional scale, it is not feasible to quantify separate effects of specific projects on each type of public service or utility in separate jurisdictions, each with a different standard for service. Therefore, it cannot feasibly be determined which of the 2045 MTP/SCS transportation projects would potentially result in impacts to public services, recreation, or utilities without project specific design details.

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4.15 Transportation

This section examines the effects of the changes in projected land use and transportation projects included in the 2045 MTP/SCS and county level RTPs on transportation conditions in 2045.

4.15.1 Setting

The existing transportation system in the region consists of a complex network of State and federal highways, local streets, and local roads; transit services; a series of bicycle paths and pedestrian walkways; railroad lines; and a number of aviation and marine facilities.

a. Roadway Transportation

Roadway Network

The regional roadway network consists of several thousand miles of roadways, including highways, regional arterial roads and other collector and local streets. Within the region, the designated routes in the national highway system are all State or federal highways, including: U.S. 101 for its entire length through the region, Highway 156 from U.S. 101 to Highway 1, and Highway 1 from Highway 17 in Santa Cruz to Highway 68 in Monterey. Vehicle travel served by these highways includes all trip lengths and purposes, ranging from external trips to and from the region, external trips traveling through the region (e.g., from San Jose to Los Angeles on U.S. 101), and internal travel between points within the region.

The three counties and 18 incorporated cities in the region are responsible for an extensive network of city and county roads. Major highway routes through the region include:

- U.S. 101, a north-south route primarily serving Monterey County, and connecting through San Benito County and the San Jose/San Francisco Bay area;
- Highway 1, which closely follows the Pacific coastline and is the single longest highway in the region, attracting substantial recreational and tourist traffic;
- Highway 17, which connects Santa Cruz and the San Jose Area, carrying a high volume of both commuter and recreational traffic;
- Highway 68 and Highway 183 in Monterey County;
- Highway 25 and Highway 156 in San Benito County; and
- Highway 9 and Highway 129 in Santa Cruz County.

These highways and other expressways, arterials and collectors not only serve local traffic, but provide access and mobility for trips beginning and/or ending outside the region. Table 4.15-1 identifies the major roadways in the region and respective roadway conditions that reflect baseline (2020) conditions, unless a more recent date is noted.

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Table 4.15-1 AMBAG Region Highway Descriptions

Highway	Length within AMBAG Region	Description
State Highway 1	139.8 miles	Highway 1 is one of two routes that traverse the entire region, connecting the AMBAG region to Northern and Southern California. This important highway provides the primary access to the region's coastal areas, as well as serving the needs of residents and visitors to much of the region's urbanized areas, and assisting with agricultural commodity movement. Highway 1 is designated a California State Scenic Highway from the intersection with State Highway 68 south to the San Luis Obispo County line, a distance of approximately 78 miles. At the Santa Cruz and San Mateo County border, Highway 1 is designated a California State Scenic Highway as it travels north towards San Francisco. Highway 1 changes in character as it moves down the Pacific Coast, from a rural, undivided two-lane highway, to a four-lane arterial, to a four-lane divided highway, and finally to a six-lane divided highway. Congestion issues include commuter traffic around and through the cities of Monterey and Santa Cruz and tourism traffic along its entire length, but especially in the Big Sur and Carmel-by-the-Sea areas. Portions of Highway 1 have been periodically closed in Monterey County due to mudslides or collapsed bridges in the past. Most recently, a segment of Highway 1 in the Big Sur area was closed for three months in early 2021. At the time this EIR was published, Highway 1 has no closures due to mudslides or collapsed bridges.
State Highway 9	25.7 miles	Highway 9 is a two-lane rural highway as it enters the region from San Mateo County in the Santa Cruz Mountains. It is a 27-mile route between the cities of the Santa Clara Valley and Santa Cruz at its junction with Highway 1. It is considerably curvy and traverses forested areas, which limit travel speeds. Highway 9 serves communities in the San Lorenzo Valley, including Boulder Creek, Ben Lomond, and Felton, and is a heavily used commuter and recreational travel route.
State Highway 17	12.5 miles	Highway 17 is a four-lane freeway/expressway providing the shortest travel distance between the Santa Clara Valley and Santa Cruz County. Travelers to and from the San Francisco Bay area and Santa Cruz County use Highway 17. The route is heavily used for recreational travel on weekends and for commuter travel on weekdays and is therefore subject to delay. Starting at the Santa Clara/Santa Cruz County line near Summit Road, Highway 17 is a rolling to mountainous road, with slopes from four percent to six percent. Segments along this route are narrow, do not have shoulders, or have a narrow median with guard rail. Highway 17 reached its design capacity of 40,000 vehicles per day in 1968. Although this road does not have signalized intersections, there are several unsignalized intersections with acceleration/deceleration lanes as well as t-intersections with local roads. Just south of Scotts Valley, Highway 17

Highway	Length within AMBAG Region	Description
		becomes a freeway with shoulders. The freeway portion terminates at the interchange with Highway 1 in the City of Santa Cruz. The program Safe on 17 has been an effective collaboration between SCCRTC, Caltrans, the California Highway Patrol, and local and elected officials to encourage motorists to travel at safe speeds and use caution on Highway 17.
State Highway 25	72.1 miles	Highway 25 enters the region in the north about two miles south of its interchange with U.S. 101 in Santa Clara County. Although only a two-lane undivided highway, it provides the most direct connection between U.S. 101 and the City of Hollister, as well as being the sole north-south highway for the rest of San Benito County. Highway 25 is primarily a two-lane undivided roadway from the Santa Clara/San Benito County line and the intersection with Highway 198 in southern Monterey County. In this section, Highway 25 provides direct access to the East Entrance to Pinnacles National Park. Due, in part, to both differences between housing market costs and a jobs/housing imbalance, increasing commute travel from residents from San Benito County to Santa Clara County has substantially affected the operation of Highway 25, especially from Hollister to the Santa Clara County line.
State Highway 68	22 miles	Highway 68 begins at Asilomar State Beach in the City of Pacific Grove and is the only highway access from Pacific Grove to Highway 1. At Highway 1, the roads merge for about three miles, then Highway 68 continues east past the Laguna Seca Recreation Area and Monterey County's Toro Regional Park and on into Salinas, where it connects to U.S. 101. Highway 68 is the most direct highway link between the Monterey Peninsula and the City of Salinas and is heavily used by commuters and visitors. State Highway 68 is a designated California State Scenic Highway from its intersection with State Highway 1 in Monterey to the Salinas River. From Asilomar State Beach to State Highway 1, Highway 68 is a steep two-lane highway with narrow shoulders, many curves and signalized intersections. From Highway 1 eastbound, Highway 68 is a four-lane divided road for less than a mile before narrowing to a two-lane undivided rural highway (with signalized intersections) to Toro Park, where it becomes a four-lane freeway to the Spreckels interchange. From here to Blanco Road in the City of Salinas it is a four-lane expressway, and then it becomes a signalized arterial (South Main Street and John Street) through Salinas to U.S. 101. Motorists experience substantial delay on Highway 68 due to its heavy use and signalized intersections.

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Highway	Length within AMBAG Region	Description
U.S. 101	107.6 miles	U.S. 101 is the only federal highway in the region. U.S. 101 enters the region at the northwest corner of San Benito County as a four-lane freeway/expressway. U.S. 101 is the main north-south route for the region, used heavily by residents of the region, and for external trips to and through the region. It is an important truck route along its entire length. Near Prunedale travel demand significantly outpaces capacity. This section is characterized by at-grade intersections that serve increasing commuter, recreational and truck traffic. At the northern boundary of the City of Salinas, U.S. 101 has been improved to a freeway through the urbanized area, and then it continues as an expressway southward toward the Monterey/San Luis Obispo County line, with alternating segments of four-lane divided expressway and freeway.
State Highway 129	14.1 miles	Highway 129 connects Highway 1 in Watsonville and U.S. 101 in San Benito County, east of Watsonville. Highway 129 traverses hilly terrain with sharp curves and steep grades. It provides the shortest route between the agriculture center of Watsonville and U.S. 101. It therefore carries a large volume of heavy trucks, especially since semitrailer trucks over 45 feet in length are not allowed on Highway 152, which is another connection between Watsonville and U.S. 101. Highway 129 is a four-lane road from Highway 1 to the Watsonville City limits, where it narrows to a two-lane rural road with narrow or no shoulders. The terrain it traverses, and the resulting roadway characteristics place severe limits on traffic speeds and volume.
State Highway 146	18.3 miles	Highway 146 is two separate a rural two-lane road, one from U.S. 101 in Monterey County east and provides, and the other from Highway 25 in San Benito County west. These roads do not connect for travel across the Gabilan Mountains, but do provide access to Pinnacles National Park via its western and eastern entrance_s, respectively. and provides, and the other from Highway 25 in San Benito County west. These roads do not connect for travel across the Gabilan Mountains, but do provide access to Pinnacles National Park via its western and eastern entrance_s, respectively.
State Highway 152	11.4 miles	Highway 152 connects the City of Watsonville to Gilroy, northeast of Watsonville in Santa Clara County. In Watsonville, Highway 152 begins at its intersection with Highway 1. It traverses Hecker Pass between Watsonville and Gilroy, before ultimately ending at its junction with U.S. 101 in Gilroy. Highway 152 is primarily a two-lane undivided highway along most of its length, but the segment between Highway 1 and Elkhorn Road in Pajaro is a four-lane divided expressway. As the road crosses Mt. Madonna via Hecker Pass, it becomes hilly with many curves. Due to safety concerns, trucks over 45 feet in length are prohibited on travelling on Highway 152 over Hecker Pass. These trucks are diverted to Highway 129 and other routes.

Highway	Length within AMBAG Region	Description
State Highway 156	23.9 miles	Highway 156, like Highway 129 and Highway 152, is a major route connecting U.S. 101 and Highway 1. Starting from its interchange with Highway 1 and Highway 183 in Castroville, the highway merges with U.S. 101 in Prunedale and then becomes a separate route again near San Juan Bautista. At San Juan Bautista, the highway continues easterly north of Hollister to the Santa Clara County line just south of its terminus with Highway 152. Highway 156 is a California State Scenic Highway from one mile east of Castroville to its intersection with U.S. 101 near Prunedale. At San Juan Bautista, Highway 156 begins as a four-lane divided expressway, but after three miles becomes a two-lane, undivided highway to approximately one mile east of Hollister. Highway 156 is a two-lane expressway as it bypasses Hollister and maintains that configuration to the Santa Clara County line. The reduction in travel lanes can be a traffic bottleneck between Highway 1 and U.S. 101 during peak periods and weekends.
State Highway 183	10.1 miles	Highway 183 is a rural two-lane highway connecting Castroville and Salinas. In Castroville, Highway 183 is also known as Merritt Street and begins at an at-grade interchange with Highway 1. The highway is congested between Highway 1 to Davis Road in the City of Salinas, particularly during commute hours on weekdays. It also experiences high rates of agricultural truck traffic movement. In the City of Salinas, the highway becomes two four-lane divided arterials on Market and North Main Streets. Highway 183 terminates at the U.S. 101 on-ramp south of Bernal Drive/North Main Street.
State Highway 198	26.2 miles	Highway 198 is a two-lane conventional highway beginning at U.S. 101 just west of San Lucas in southern Monterey County and continuing east to the Fresno County line. Traffic volumes are low and are primarily interregional.
State Highway 218	2.85 miles	Highway 218 is a small highway connecting Highway 1 and Highway 68 in Monterey County. The route begins in Seaside as 3 to 4-lane city street then exits in Del Rey Oaks at the east end near State Highway 68.
State Highway 236	16.4 miles	Highway 236 is a two-lane rural road that provides access from Highway 9 at Boulder Creek west to Big Basin Redwoods State Park. Passing through the park, Highway 236 first heads north and then east to reconnect with Highway 9 approximately eight miles north of Boulder Creek. The highway generally is not congested, but does contain narrow to no shoulders, sharp curves and hilly terrain. The segment of Highway 236 generally within Big Basin Redwoods State Park was closed during the CZU Lightning Complex Fire that ignited in August 2020. The segment of the highway remains closed as of the time of preparation of this EIR.

Operations

A variety of performance measures are used to assess transportation systems. Depending on the type of performance evaluation required, performance measures may be very specific and focus on intersections or roadway segments, or performance measures may be aggregated to evaluate the overall operation of a regional transportation system. A regional travel model typically only contains information on the number of lanes, posted speed and link capacity on roadway segments and lacks information detailed enough to calculate accurate intersection information.

Because of the programmatic nature of the 2045 MTP/SCS, the performance measures discussed herein are aggregated by county and as a region to evaluate the overall performance of the transportation system. Transportation performance measures were used as planning metrics in creating the 2045 MTP/SCS. Roadway transportation performance measures that address performance goals include:

- Total vehicle miles traveled (VMT);
- VMT per capita; and
- Average work trip travel time during peak period.

The basic measure of the amount of roadway transportation generated is vehicle miles traveled (VMT). One vehicle traveling one mile constitutes one vehicle mile, regardless of the size of the vehicle or the number of passengers in the vehicle. Increases in VMT are associated with regional growth that would occur with or without the 2045 MTP/SCS. Thus, VMT data may not reflect deficient traffic operations,¹ although VMT does have a strong correlation with congestion.

An area's per capita (or per person) VMT as applied in this EIR is the total VMT divided by the population of that area and is a measure of the average vehicle miles each person travels on a typical weekday. Per capita VMT tends to increase as a result of greater overall economic activity in the region, higher levels of per-household automobile ownership, and/or a jobs-housing imbalance that contributes to longer average commute distances.

Baseline VMT data for the AMBAG region is shown in Table 4.15-2.

Table 4.15-2 Baseline VMT (2020) for AMBAG Region

Type	Daily VMT
Light Trucks and Cars Only	15,612,061
Total	17,331,954
Total per Capita ¹	22.4

Source: AMBAG RTDM Data for 2045 MTP/SCS, 2021

¹ Total VMT per capita is based on a population size of 774,729 persons (see Section 4.13, *Population and Housing*)

¹ Traffic operational measures such as roadway congestion and delay are not considered for purposes of roadway transportation environmental impact analysis under CEQA.

Comprehensive documentation of the modeling methodology, assumptions, calibration, and inputs used for the RTDM is provided in Appendix F of the 2045 MTP/SCS.

b. Public Transit Transportation

Transit Service Network

Monterey-Salinas Transit (MST) provides fixed route transit service in Monterey County. The fixed route service includes 54 routes and consists of a fleet of 115 vehicles, mostly buses (MST 2020). MST bus stations are located in the cities of Carmel-by-the-Sea, Del Rey Oaks, Greenfield, Gonzales, King City, Marina, Monterey, Pacific Grove, Salinas, Seaside and Soledad, as well as the community of Chualar. MST also provides public transit service in areas of unincorporated Monterey County, including the communities of Castroville, Pajaro, Prunedale, Moss Landing, Toro Park, Carmel Valley, Carmel Highlands and Big Sur. To assist inter-regional connections, MST also provides service to the Watsonville Transit Center in Santa Cruz County and the North County Transportation Center in San Luis Obispo County. MST had 3.08 million passenger trips on its fixed route system in Fiscal Year 2020 (MST 2020).

The Santa Cruz Metropolitan Transit District (METRO) provides fixed route transit service in Santa Cruz County. METRO provides essential bus transit services for all local residents, including students, Highway 17 commuters, transit dependent and choice riders. The county's network for local and express bus routes includes transit centers in Felton, Scotts Valley, Santa Cruz, Capitola and Watsonville. METRO buses serve approximately 479 miles of road throughout the County and cover the majority of arterial and collector routes. Transit to Monterey County is provided at the Watsonville Transit Center via connections with MST. Greyhound provides service from Santa Cruz to surrounding regions. Santa Cruz METRO had approximately 3.3 million passenger trips on its fixed route system in Fiscal Year 2020 (AMBAG 2021).

San Benito County Express is the primary transit provider in the County of San Benito with service in Hollister and countywide via intercounty connections. The County Express system currently provides an On Demand and Tripper services in the City of Hollister, complementary Americans with Disabilities Act (ADA) Paratransit service and a general public Dial-A-Ride.

Operations

Public transit transportation performance measures that address performance goals include:

- Percent of work trips that are 30 minutes or less by transit during peak period; and
- Percent of jobs within 0.5 mile of a high-quality transit stop.

A high quality transit corridor is defined as a corridor that contains transit service with 15-minute frequencies during peak period or a corridor that contains a rail stop. Currently, 12 percent of jobs in the AMBAG region are within 0.5 mile of a high-quality transit stop.² According to AMBAG's Regional Travel Demand Model (RTDM), baseline conditions show

² RTDM (AMBAG 2021) and Geographic Information System analysis (see Appendix G of the MTP/SCS)

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that the percent of work trips that are 30 minutes or less ranges from approximately 58 percent to 85 percent, depending on transportation mode.

c. Active (Bicycle and Pedestrian) Transportation

Bikeways

Bikeways are facilities that provide primarily for, and promote, bicycle travel. There are four types of bikeway classifications identified by the California Department of Transportation (Caltrans) (Caltrans 2017a). These classes are as follows:

- **Class I.** Paths or trails, separated from roadways, for the exclusive use of bicycle and pedestrian modes of travel
- **Class II.** Designated lanes for bicycles on roadways
- **Class III.** Roads where bicycles and vehicles share the travel lanes of the roadway
- **Class IV.** Designated lanes for bicycles on roadways, but which are also separated from the roadway traffic by barricades, such as bollards.

There are several major bike routes through the region, including the Monterey Bay Sanctuary Scenic Trail (MBSST). Although not yet fully constructed, the MBSST is a bicycle and pedestrian pathway network that is envisioned to run from the Santa Cruz/San Mateo County line to Pacific Grove in Monterey County. In addition, some of the abandoned rail lines in the region have been converted to bicycle/pedestrian trail use.

Monterey County

Monterey County has 213 miles of bikeways (TAMC 2018). One of the major continuous bikeways in the county is the Monterey Bay Coastal Bike Trail, which is approximately 29 miles long stretching from Castroville to the Monterey Peninsula and parts of Pebble Beach. The Monterey Bay Coastal Bike Path runs adjacent to the Fort Ord Dunes State Park located between the cities of Seaside and Marina. The state park also has its own bike path that is accessible on both ends of the Fort Ord Dunes Park from the Monterey Coastal Bike Path. Sections of the MBSST have been completed in Monterey County between Pacific Grove and Monterey, between Sand City and Seaside and between Marina and Castroville. Most of these sections are Class I bikeways, but short sections are Class II and Class III (TAMC 2008).

Santa Cruz County

Santa Cruz County has approximately 218 miles of bikeways (SCCRTC 2021). It is likely that additional bikeways have been constructed since the ~~2014~~ adoption of the most recent MTP/SCS. Many of the county's major collector and arterial roadways have been established as Class II bikeways (bike lanes), providing an extensive network of resources linking cities throughout the county. For example, Class II bikeways are provided on Bay Drive and High Street in the City of Santa Cruz, providing a bicycle connection between the downtown area of the city and the University of California at Santa Cruz. There are few Class I bikeways (bike

paths) in the County. The Wilder Ranch Bike Path, ~~which~~ is a Class I bikeway located just west of the City of Santa Cruz is part of the Monterey Bay Sanctuary Scenic Trail Network and the Arana Gulch Trail provides a bicycle link between the County of Santa Cruz and City of Santa Cruz bicycle network. The Coastal Rail Trail Segment 7 Phase 1 is another Class I bikeway and paved multi-use trail that runs 1.2 miles from Natural Bridges Drive to Bay/California streets in the City of Santa Cruz constructed in December 2021 as part of the Coastal Rail Trail and Monterey Bay Sanctuary Scenic Trail Network.

San Benito County

Bicycle facilities in San Benito County are generally concentrated in and around Hollister. A Class I bikeway is located approximately parallel with State Highway 25 from near the southern limits of Hollister to near the center of the city, north of Rancho San Justo Park. Class II bikeways are provided on several streets in Hollister, including State Highway 25 Bypass, Westside Boulevard, Southside Road and Union Road. A Class I bikeway extends between Tres Pinos School and the community of Tres Pinos, south of the City of Hollister. Within the City of San Juan Bautista, a short section of San Juan Highway is in the northern part of town has designated bike lanes. Additionally, Class II bike lanes extend north of San Juan Bautista to Anzar High School on either side of San Juan Highway. The Juan Bautista de Anza National Historic Trail traverses San Juan Bautista and the western part of the county.

d. Rail Transportation

The rail network within the region includes all rail lines or other facilities currently served by a railroad for passenger or freight movement, rail lines used for recreational service, rail lines not currently in use, and abandoned rail lines or facilities (either with or without track). With the exception of Watsonville Junction, all of the region's rail lines are single track. Some of the abandoned rail lines have been converted to bicycle/pedestrian trail use.

Passenger Rail

The only regular passenger rail transportation currently operating in the region is provided by Amtrak. Amtrak trains share the Union Pacific Railroad main line tracks. There is one passenger rail station located in the City of Salinas at 30 Railroad Avenue, in the downtown area. This stop services Amtrak's Coast Starlight train, which connects Los Angeles to Seattle.

Monterey County

Both passenger and freight rail service are available in Monterey County. Amtrak provides rail service for its Coast Starlight train twice daily via a station stop in Salinas. TAMC adopted the Monterey Bay Area Rail Network Integration Study in 2021. This work was funded by a Transit and Intercity Rail Capital Program (TIRCP) grant. The purpose of this study is to lay the groundwork for implementing the 2018 California State Rail Plan in the Monterey Bay Area by determining the optimal options for: rail connectivity and operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor. TAMC is also working on the Monterey County Rail Extension project, which will extend passenger rail service from

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Santa Clara County south to Salinas. This is a transformative project that will revitalize the downtown Salinas train station and create a new multimodal transportation hub for the disadvantaged communities of Pajaro and Castroville.

Santa Cruz County

There is currently no passenger rail service in Santa Cruz County. In 2015 the RTC completed the Santa Cruz Rail Transit Feasibility Study which evaluated the feasibility of adding rail transit service on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville. In 2019, the RTC accepted the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) which selects electric passenger rail as the locally preferred alternative for the Santa Cruz Branch Rail Line. The TCAA/RNIS was prepared to evaluate high-capacity transit investment options and identify a locally preferred transit system that utilizes the Santa Cruz Branch Rail Line Right-of-Way (SCBRL ROW).

San Benito County

There is currently no passenger rail service in San Benito County.

Freight Rail

The majority of rail freight service in the region is provided by the Union Pacific Railroad Company and by Saint Paul & Pacific Railroad (SPPR). Agricultural produce and construction materials are the principal rail freight shipments in the region.

Monterey County

Both freight and passenger rail service are available in Monterey County. Four freight stations are located in Castroville, Gonzales, Salinas and Watsonville Junction (Pajaro Community Area).

Santa Cruz County

Freight rail service, once operated by Southern Pacific Railroad and then by Union Pacific and now SPPR, has been a historically important form of transportation within Santa Cruz County. There are currently three rail lines in or adjacent to Santa Cruz County that are also occasionally used for freight.

San Benito County

Rail freight service to Hollister and northern San Benito County is provided by the Union Pacific Hollister Branch line (Union Pacific 2016). Union Pacific Railroad retains an exclusive easement to operate freight rail service on the line.

e. Air Transportation

The AMBAG region has six publicly-owned civil aviation airports, which include the following:

- Monterey Regional

- Salinas Municipal
- King City Municipal (Mesa Del Rey)
- Marina Municipal
- Watsonville Municipal
- Hollister Municipal

Of these airports, only the Monterey Regional Airport provides scheduled air carrier service. There are also several private airports in the region that are used primarily for agricultural or business purposes, but one of these, the Frazier Lake Airpark, also allows public use.

In addition, several civil aviation helipads are maintained for helicopter use in the region, including the Mee Hospital helipad in King City, a Texaco helipad in San Ardo, the Soledad Correctional Training Facility helipad, the Watsonville Community Hospital helipad, the Alta Vista helipad near Watsonville, the Dominican Hospital helipad, the Hollister Municipal Airport helipad, the Natividad Medical Center helipad in Salinas, and the Hazel Hawkins Memorial Hospital helipad in Hollister.

Currently, there are two operational military airfields in the region: Camp Roberts Army Airfield and Heliport and the Hunter-Liggett Army Airfield.

f. Marine Transportation

Marine transportation activities along the coastal land areas are related to recreation and commercial fishing. There are no general cargo or passenger ship terminals in the AMBAG region. Public use marine facilities on the Monterey Bay include the Monterey Harbor and the Moss Landing Harbor in Monterey County and the Santa Cruz Harbor in Santa Cruz County.

g. Emerging Transportation Technology

New transportation technologies can have an important influence on regional and national transportation systems, and some have already started to change longstanding transportation behaviors. Transportation innovations include the following: on-demand ridesharing; connected and autonomous vehicles; mobility aggregation applications that provide users with one source for mobility services (e.g., Moovel, CityMapper); transportation network companies (TNCs) (i.e., Lyft, Uber); coordinated and adaptive traffic signals; active traffic management, which provides the ability to dynamically manage traffic through use of strategies such as adaptive ramp metering and adaptive traffic signal control; and unmanned aircraft systems. These and other emerging technologies have the potential to transform mobility choices and alter the transportation landscape. For example, a company called Joby Aviation currently leases space at the Marina Airport and is developing unmanned aircraft that will operate as on-demand personal taxi service. The effect these technologies will have on the transportation system is uncertain and will be shaped by regulations and policies surrounding their use.

h. Transportation Demand Management/Transportation System Management

Transportation Demand Management (TDM) refers to all programs and strategies that are intended to reduce the number of vehicle trips required over the transportation network or shift the distribution of trips between time periods across the network (FHWA 2012). Transportation System Management (TSM) represents a variety of management techniques designed to improve the efficiency and effectiveness of the transportation system. These techniques improve operations and/or services of existing and future transportation networks (FHWA 2012).

Vehicle Flow Management

The Department of Energy's Fuel Efficient Traffic Signal Management Program has assisted in increasing the number of synchronized traffic signals within the region to promote free flowing vehicle transportation conditions, less use of vehicle fuel, and decreased pollution due to less vehicle miles traveled. In the past, some jurisdictions within the region have implemented minor design improvements to the existing transportation infrastructure in lieu of costly capital construction or reconstruction. In the future, signalization, channelization, and the construction of acceleration and deceleration lanes with ramp metering at key interchanges are expected to achieve roadway vehicle flow improvements.

Intermodal Transportation

Transportation engineers and planners in the AMBAG region have employed one or more of the following methods of enhancing intermodality to increase the use of the existing transportation capacity more efficiently:

- Coordinate transit routes and schedules with those of inter-city rail and bus service;
- Provide amenities and facilities for bicycle and pedestrian access to transit stops;
- Facilitate and encourage access to the regional air carrier airport by paratransit, transit, taxi, transportation network companies and bicycle; and
- Provide park and ride facilities with bicycle, pedestrian and transit access amenities.

Ridesharing

Rideshare programs help reduce congestion and improve traffic flow. AMBAG, with grant assistance from the Monterey Bay Air Resources District (MBARD), has successfully implemented a subsidized vanpool program, which reduced vehicles trips associated with agricultural activities and production in the region. Rideshare and carpool programs exist throughout Monterey Bay to facilitate ridesharing.

Preferential Transit/Carpool Treatment/Electric Vehicle Charging

Methods employed by local jurisdictions to encourage people to reduce their use of single-occupant vehicles include preferential parking for carpools and vanpools; subsidized transit passes; use of agency vans for vanpooling; and provision of an on-site transportation

coordinator. Regional transit agencies strive to ensure that major developments within their service areas are transit accessible and that transit stops are located to promote transit use.

Shared Parking Facilities

Parking management refers to programs that result in more efficient use of parking resources and can either provide an incentive or disincentive to single occupant vehicle use. Parking facilities that are shared between multiple users and destinations are found within the region. Park and ride lots are a form of off-site shared parking facilities and facilitate ridesharing. Park and ride lots within the region have been placed in locations where people can easily meet and form carpool trips. In an effort to encourage ridesharing, there are fifteen formal, informal and joint use park and ride lots in the AMBAG region. Of the six park and ride lots that serve Santa Cruz County commuters, four are publicly owned and two are shared use by agreement with local churches (Caltrans 2014). San Benito County has two formal park and ride lots (Caltrans 2014). Monterey County commuters have five formal park and ride lots from which to choose (MST 2017; Caltrans 2014). Parking garages are frequently associated with shared parking in the AMBAG region and are located near destinations attracting a large number of visitors. Parking regulations which control when and how long vehicles may park and the cost of the parking in a location is another form of parking management in the region.

4.15.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

Moving Ahead for Progress in the 21st Century Act

The Moving Ahead for Progress in the 21st Century Act (MAP-21), was enacted in 2012. Through the MTP development process, MAP-21 encourages Metropolitan Planning Organizations (MPOs), such as AMBAG, to:

Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities (23 U.S.C. §134(g)(3)(A)).

Specifically, MAP-21 requires that the MTP planning process provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;

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- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system (23 U.S.C. §134(h)(1)).

Fixing America's Surface Transportation Act

Fixing America's Surface Transportation (FAST) Act builds on the changes made by MAP-21, and was signed into law in December 2015 (Public Law 114-94). The FAST Act authorizes \$305 billion through fiscal year 2020 for highways, highway and motor vehicle safety, public transportation, rail and research and technology programs and provides a dedicated source of federal funds for freight projects. The FAST Act expands the scope of consideration of the metropolitan planning process to include: consideration of intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool providers; improving transportation system resiliency and reliability; reducing or mitigating the stormwater impacts of surface transportation; and enhancing travel and tourism. In addition, it requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

Under the FAST Act, the U.S. Department of Transportation requires that MPOs, such as AMBAG, prepare long-range transportation plans and update them every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Before enactment of the FAST Act and its predecessor, MAP-21, the primary federal requirements regarding long-range transportation plans were included in the metropolitan transportation planning rules (23 CFR Part 450 and 49 CFR Part 613). The FAST Act makes a number of changes to the statutes that underpin these regulations. Per federal requirements, long-range transportation plans must:

- Be developed through an open and inclusive process that ensures public input; seeks out and considers the needs of those traditionally under served by existing transportation systems; and consults with resource agencies to ensure potential problems are discovered early in the planning process;
- Be developed for a period of not less than 20 years into the future; long-range transportation plans must reflect the most recent assumptions for population, travel, land use, congestion, employment and economic activity;
- Have a financially constrained element, transportation revenue assumptions must be reasonable, and the long-range financial estimate must take into account construction-related inflation costs;
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system;

- Include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- Include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally-developed measures.
- Conform to the applicable federal air quality plan, called the State Implementation Plan, for ozone and other pollutants for which an area is not in attainment; and
- Consider planning factors and strategies in the local context (California Transportation Commission, 2010)

On September 30, 2020, the United States Senate approved H.R. 8337, which provides fiscal-year 2021 appropriations to federal agencies for continuing projects and activities of the federal government. Included in this act is a 1-year, \$13.6 billion extension of the FAST Act.

b. State Laws, Regulations, and Policies

California Transportation Plan

The California Transportation Plan is prepared by the California State Transportation Agency every five years to provide a long-range policy framework to meet the State's future mobility needs and reduce greenhouse gas emissions to goals set by the California Global Warming Solutions Act of 2006 (AB 32, discussed in Section 4.8, *Greenhouse Gas Emissions/Climate Change*) and implementing legislation SB 375 (discussed below). The most recent California Transportation Plan was adopted in 2021 (Caltrans 2021). The California Transportation Plan defines goals, performance-based policies, and strategies to achieve the State's collective vision for California's future statewide, integrated, multimodal transportation system by envisioning a sustainable system that improves mobility and enhances quality of life. The California Transportation Plan is developed in collaboration with transportation stakeholders such as AMBAG. Through ongoing engagement, the California Transportation Plan is intended to provide goals and visions to support a fully integrated, multimodal, sustainable transportation system that supports the quality of life, prosperous economy, human and environmental health and social equity.

Climate Action Plan for Transportation Infrastructure

The Climate Action Plan for Transportation Infrastructure (CAPTI) was adopted on July 12th, 2021. CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals (CalSTA 2021).

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State Regional Transportation Plan Requirements

Government Code Sections 65080 et seq. state that MPOs must prepare and adopt a long-range transportation plan, such as a RTP or MTP, directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement and aviation facilities and services. The plan must be action-oriented and pragmatic, considering both the short-term and long-term planning, and shall present clear, concise policy guidance to local and state officials. The transportation plan must consider factors specified in the FAST Act metropolitan transportation planning rules (23 CFR Part 450 and 49 CFR Part 613), and each transportation planning agency must consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations and state and federal agencies.

Pursuant to Government Code section 65080(d), MPOs, such as AMBAG, that are located in nonattainment and monitoring areas must update their long-range transportation plans at least every four years.

The California Transportation Commission has developed RTP guidelines to assist MPOs with developing their RTPs so that they are consistent with federal and state transportation planning requirements. The guidelines are updated and adopted periodically, as needed. For the first time, two separate guidelines were adopted in January 2017 to guide RTP development in MPOs and RTPAs. Both documents incorporate new legislation and the associated goals, particularly related to reducing GHG emissions and improving air quality. Both the 2017 RTP Guidelines for MPOs (California Transportation Commission, 2017a) and the 2017 RTP Guidelines for RTPAs (California Transportation Commission, 2017b) specify that the requirements outlined in the documents apply to all RTP updates begun following adoption. Since the 2045 MTP/SCS and RTPs were started after the January 2017 adoption date of the 2017 RTP Guidelines, AMBAG has used the 2017 RTP Guidelines for the 2045 MTP/SCS and the RTPAs have used use the 2017 RTP Guidelines for the RTPs.

The 2017 RTP Guidelines include guidelines for regional travel demand modeling. The regional travel demand model guidelines are “scaled” to different sizes of MPOs. The guidelines also describe the methods for projecting of future travel demand, as well as the key assumptions typical of transportation demand models. In addition, the guidelines describe the consultation and coordination process, which are designed to foster involvement by all interested parties including air quality agencies, discuss the environmental considerations of an RTP, and list the general contents of an RTP document.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008) (SB 375) diversified the areas of study from past MTPs and RTPs to include land use impacts and climate change issues. Specifically, SB 375 requires MPOs to prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets through integrated land use, housing and transportation planning. The SCS must identify a transportation network that, when

integrated with the forecasted development pattern for the AMBAG region, will reduce GHG emissions from automobiles and light trucks in accordance with targets set by CARB. See Section 4.8, *Greenhouse Gas Emissions/Climate Change*, for a more in-depth discussion of SB 375 and its implications for the proposed 2045 MTP/SCS.

Under SB 375, some development and transportation projects assumed as a part of the 2045 MTP/SCS may be eligible to use a streamlined version of the environmental review process. Among other criteria, these projects must be consistent with the land use designation, density, intensity, and policies of the 2045 MTP/SCS, and fall within the identified criteria for development and transportation projects. Streamlining under SB 375 is described in more detail in Section 1.4.1, *CEQA Streamlining Opportunities*.

Senate Bill 743

SB 743 (2013) changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact. (See PRC Section 21099(b)(2) [“automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA]”].)

Under SB 743, the Governor’s Office of Planning and Research (OPR) established VMT as the preferred metric for measuring transportation impacts of most projects in place of vehicle level of service (LOS) or related measures of congestion as the primary metric. The use of VMT for determining significance of transportation impacts has become commonplace since the certification of this provision and the release of OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018 and, as of July 1, 2020, is the required metric statewide.

For land use projects, SB 743 provides opportunities to streamline transportation analysis under CEQA for qualifying urban infill development near major transit stops in metropolitan regions statewide, as described in more detail in Section 1.4.1, *CEQA Streamlining Opportunities*. Additionally, the legislation establishes that aesthetic and parking impacts of these projects are not considered significant impacts on the environment.

SB 743 can also substantially affect the review of transportation projects under CEQA. Some projects, such as expanding facilities for bicycle, pedestrian, or transit only use, will not result in adverse transportation impacts because they are assumed not to substantially increase automobile trips. However, for roadway capacity projects, the CEQA guidelines (Section 15064.3) give lead agencies some discretion over what metric is used to evaluate transportation impacts, as some roadway expansion projects can induce vehicle travel. If using a metric besides VMT, however, the change in vehicle travel should still be reported. A program-level assessment of roadway projects in a regional plan may also be used to streamline project level analysis (OPR 2018).

Caltrans has provided two guidance documents to address VMT impacts on the state highway system consistent with the requirements of SB 743 and the OPR Technical Advisory:

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- The Transportation Analysis under CEQA (TAC) provides information to support CEQA practitioners in making CEQA significance determinations for transportation impacts of projects on the state highway system. These could include land use projects or transportation projects (Caltrans 2020).
- The Transportation Analysis Framework (TAF) guides the preferred approach for analyzing the VMT attributable to proposed projects (induced travel) in various project settings, with particular focus on the analysis of induced travel associated with transportation projects which would add road capacity to the transportation system (Caltrans 2020).

State CEQA Guidelines Section 15064.3 and OPR Technical Advisory

State CEQA Guidelines Section 15064.3 implements SB 743 and establishes VMT as the most appropriate measure of transportation impacts. The primary components of Section 15064.3 include:

- Identifies VMT as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact (except for projects increasing roadway capacity);
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a project's VMT, but requires lead agencies to document that methodology in the environmental document prepared for the project.

CEQA lead agencies were required to comply with the State Guideline Section 15064.3 no later than July 1, 2020. Some municipalities in the AMBAG region either adopted thresholds before July 2020 or since July 2020 for purposes of evaluating VMT impacts of projects within their jurisdiction. For example, the County of Santa Cruz Board of Supervisors adopted Resolution 146-2020 on June 16, 2020, effectively establishing significance thresholds for VMT impacts in the unincorporated areas of Santa Cruz County. Other municipalities and agencies in the AMBAG region have not formally adopted thresholds for evaluating VMT impacts, but instead generally use a threshold of 15 percent less VMT per capita than existing average VMT for the area. The 15 percent below existing VMT threshold for land use projects is based on guidance provided by the OPR in its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018), specifically, the following language:

Based on OPR's extensive review of the applicable research, and in light of an assessment by the CARB quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is 15

percent below that of existing development may be a reasonable threshold. Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. Moreover, a 15 percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document the CARB 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per capita light-duty vehicle miles travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals... In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals (OPR 2018).

Assembly Bill 1358

AB 1358, also known as the Complete Streets Act of 2008, amended the California Government Code Section 65302 to require that any substantive revisions to a city or county's Circulation Element include provisions for accommodations of all roadway users, including bicyclists and pedestrians.

California Bicycle Transportation Act

The California Bicycle Transportation Act of 1994 requires all cities and counties to have an adopted bicycle master plan to apply for Bicycle Transportation Account funding source.

c. Regional and Local Laws, Regulations, and Policies

Regional Transportation Planning Agency Transportation Plans

As described in Section 1.2, *Project Background*, there are three RTPAs that oversee some planning, programming and administration functions related to transportation projects and coordinating directly with local agencies in their part of the AMBAG region. These RTPAs are TAMC for Monterey County, SBtCOG for San Benito County, and SCCRTC for Santa Cruz County. Each RTPA prepares a county-level long-range RTP. Under federal regulations (23 CFR 450.322(c)) and State law (Government Code 65080(d)), the RTPAs must update their RTPs every four years. RTPs must be consistent with the California Transportation Plan.

General Plans

State law requires cities and counties to adopt general plans, which must incorporate a circulation element, also often called a transportation element. A general plan's transportation element is an infrastructure plan and policy document used to determine the needed expansion or modification of the transportation network (including services) to accommodate planned population and employment growth. The elements generally address expectations for transportation network operations and safety based on goals and policies of the city or county. Transportation elements typically address the roadway network and its traffic operations, goods movement, public transit, bicycle facilities and pedestrian facilities.

Applicable county general plans and examples of city general plans in the AMBAG region are discussed below.

Monterey County

The Monterey County General Plan (Monterey County 2010a) contains various goals and policies that pertain to transportation and circulation within Monterey County. Some applicable policies include protecting public transportation facilities from the encroachment of incompatible land uses; encouraging a reduction in the number of vehicle miles traveled per person; encouraging land use patterns that reduce the need to travel by automobile; and locating and designing new development with convenient access and efficient transportation. Additionally, the County's General Plan includes policies encouraging new development to be concentrated along major transportation corridors and near cities to make transit services to these areas more feasible; encouraging the use of public transit and alternative modes of transportation through land use designations and zoning which cluster employment centers with a mix of other land uses; and endorsing efforts to accommodate mobility-impaired persons on regularly scheduled public transit operations.

Cities in Monterey County also have general plans with goals and policies pertaining to transportation. For example, the City of Seaside's General Plan contains Policy C-2.2, which directs the City to support programs that help reduce congestion and encourage alternative modes of transportation. Policy C-3.1 encourages the City to support the provision and expansion of regional transit services and support facilities, and Policy C-3.4 encourages the City to support alternative modes of transportation, such as biking and walking (City of Seaside 2004).

San Benito County

The San Benito County 2035 General Plan (San Benito County 2015) contains various goals and policies that pertain to transportation and circulation within San Benito County. Some applicable policies include ensuring that, whenever possible, roadway, highway, public transit systems and pedestrian and bicycle trails are interconnected with other modes of transportation; encouraging development project applicants to provide sidewalks or pedestrian paths, or other safe and convenient accommodations for pedestrians; encouraging transit lines, stops and facilities in locations where land uses and density would

support transit use; encouraging major employment centers to work with the Local Transportation Authority to facilitate the provision of adequate public transit facilities; and encouraging employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, employee education and preferential parking for carpools/vanpools.

Cities in San Benito County also have general plans with goals and policies pertaining to transportation. For example, the City of Hollister's General Plan contains policies encouraging the City to provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister; and to cooperate with Caltrans, the SBtCOG, the County of San Benito, and any other regional transportation authorities to ensure the funding and implementation of the transportation improvements specified in the San Benito County RTP (City of Hollister 2005).

Santa Cruz County

The Santa Cruz County General Plan and Local Coastal Program (Santa Cruz County 1994) contains goals and policies pertaining to transportation. It is the goal of the County General Plan to reduce automobile trips and congestion by improving alternative transportation modes, developing effective travel demand management strategies and whenever possible improving the efficiency rather than increasing the size of the existing road system. Policies to achieve this goal include reducing VMT by encouraging concentrated commercial centers with mixed residential and commercial uses; and encouraging use of bicycles, public transit and other modes of transportation besides single-occupancy vehicles.

Cities in Santa Cruz County also have general plans with goals and policies pertaining to transportation. For example, the City of Capitola's General Plan (2014) contains goals to provide "Complete Streets" that serve all modes of transportation, including vehicles, public transit, bicyclists, and pedestrians; to provide balanced multi-modal transportation system that enhances mobility in a safe and sustainable manner; to improve and expand public transportation services for residents, workers, and visitors; to provide a complete network of bikeways and bicycle facilities in Capitola; and to provide high quality pedestrian facilities that support walking and the enjoyment of the outdoors in Capitola.

Bicycle Master Plans and Other Modal Plans

City- and countywide bicycle and pedestrian master plans, active transportation plans and other mode-specific plans serve as policy documents to guide the development and maintenance of the transportation network, support facilities and non-infrastructure programs. These plans describe the acceptable operating service standards, facility classifications, opportunity sites, and mode-specific goals and policies of a given city or county.

Numerous existing bicycle and other model plans have been adopted for the AMBAG region. For example, TAMC adopted the Monterey County Active Transportation Plan in June 2018. The plan focuses on analyzing key gaps from the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and identified

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areas for enhanced regional and local connectivity (TAMC 2018). Other examples of applicable plans in the AMBAG region include the San Benito County Bikeway and Pedestrian Master Plan (SBtCOG 2009) and the Santa Cruz County Bicycle Plan (Santa Cruz County 2011). This EIR does not explicitly identify localized transportation issues that might be the focus of a city- or countywide modal plan; rather, it addresses issues of overall transportation system performance from a regional perspective.

4.15.3 Impact Analysis

a. Methodology and Significance Thresholds

The criteria for determining whether the 2045 MTP/SCS would have significant environmental impacts related to transportation and traffic were based in part on the environmental checklist in Appendix G of the *State CEQA Guidelines* (14 CCR 15000 et seq.) and performance measures established by AMBAG. Significant impacts to transportation would occur if the plan would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any increase in the following performance indicators would be considered a significant impact:
 - a. Percent of jobs outside ½ mile of a high quality transit stop; or
 - b. Substantially disrupt transit service; or
 - c. Result in inconsistencies with adopted bicycle and pedestrian facilities plans.
2. Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
 - a. A change in VMT per capita in the region that fails to reach 15 percent below existing VMT per capita conditions would be considered a significant impact; or
 - b. A substantial increase in induced travel due to roadway capacity expansions would be considered a significant impact;
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

AMBAG utilized its regional travel demand model (RTDM) to compare the 2045 conditions under the 2045 MTP/SCS to the 2020 baseline conditions using a range of performance metrics (see Appendix C). The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence

of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all).

The AMBAG RTDM has been peer reviewed and meets best practice standards. A Federal Highway Administration (FHWA) sponsored TMIP peer review was conducted in 2013 to review the AMBAG model and discuss future model needs and improvements. The Metropolitan Transportation Plan (MTP) determines what transportation projects are programmed into the RTDM. The existing RTDM reflects transportation projects adopted by the AMBAG Board of Directors in June 2018.

The 2022 AMBAG RTDM is an updated travel demand model estimated and calibrated to 2015 conditions. The model updates and improves upon the 2015 base year update performed in 2018. The 2022 RTDM is estimated and calibrated using survey data from the 2012 California Household Travel Survey (CHTS) and the 2017 National Household Transportation Survey (NHTS), Census, employment, and traffic data for the 2015 base year utilized for the 2045 MTP/SCS.

This EIR analysis utilizes a 2020 baseline. Because the pandemic orders began in early March 2020, there is insufficient transportation data to accurately establish measured or observed conditions for VMT and other transportation metrics, such as transit use, for EIR baseline year 2020. Therefore, the 2022 RTDM was utilized to model 2020 baseline conditions for these transportation metrics, as the model reflects more typical transportation patterns in the AMBAG region that would otherwise exist had the pandemic never occurred.

The model utilizes advance techniques to capture travel behavior at a more individual level and incorporates disaggregate level data into some of the modeling stages. The primary reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and as such includes models for Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

b. Project Impacts and Mitigation Measures

The following section describes transportation impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the transportation impacts as described in the following sections.

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Threshold 1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any increase in the following performance indicators would be considered a significant impact:

- a. Percent of jobs outside of ½ mile of a high-quality transit stop;
- b. Substantially disrupt transit service; or
- c. Result in inconsistencies with adopted bicycle and pedestrian facilities plans

Impact T-1 THE 2045 MTP/SCS WOULD NOT RESULT IN A SIGNIFICANT IMPACT DUE TO CONFLICTS WITH ANY PROGRAMS ADDRESSING THE CIRCULATION SYSTEM. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Job Proximity to Transit Stops

Table 4.15-3 compares the percent of jobs that are within 0.5 mile of a high-quality transit stop under 2020 and 2045 conditions with implementation of the 2045 MTP/SCS. Conditions in 2045 without implementation of the 2045 MTP/SCS are also provided for informational purposes.

Table 4.15-3 Percent of Jobs Within 0.5 Mile of a High-Quality Transit Stop

County	Baseline Conditions (2020)	2045 Conditions with 2045 MTP/SCS	2045 Conditions without 2045 MTP/SCS
AMBAG Region	12.0%	24.8%	11.8%

Source: RTDM (AMBAG 2021) and Geographic Information System analysis (see Appendix G of the MTP/SCS)

As shown in Table 4.15-3, the 2045 MTP/SCS would increase the percentage of jobs that are within 0.5 mile of a high-quality transit stop by 12.8 percentage points compared to baseline 2020 conditions. Thus, the 2045 MTP/SCS would have a beneficial impact by increasing the percentage of jobs within 0.5 mile of a high-quality transit stop. Therefore, impacts would be less than significant under this threshold.

Transit Service

The 2045 MTP/SCS transit projects include increasing bus capacity and lanes such as along E. Alisal Street in the City of Salinas and increasing the frequency of some bus line services. The 2045 MTP/SCS projects also include bus maintenance and preventative maintenance, which would help ensure reliability of the bus fleets of the MST, Santa Cruz METRO, and San Benito County Express, and minimize the potential for transit disruptions due to equipment failure. These types of projects and improvements would improve conditions for bus operations in the region.

As indicated in Table 4.15-4, between 2020 and 2045 the amount of transit trips would increase by 36,713 trips and the percent of peak hour transit trips that are 30 minutes or less

in duration would increase by 3.2 percentage points with implementation of the 2045 MTP/SCS. This suggests that bus line service would move more efficiently within the roadway network of the AMBAG region. Thus, the increase in the percentage of transit trips that are less than 30 minutes during peak period can be attributed to infill development included in the 2045 MTP/SCS land use scenario. Infill development would position the workforce and places of employment closer together, essentially creating shorter commute distances and bus trips. This concept is reflected in the 12.8 percentage-point increase in the percent of jobs within 0.5 mile of a high quality transit stop that would occur in the future under the 2045 MTP/SCS, as shown in Table 4.15-3. An increase in the percentage of transit trips that are less than 30 minutes during peak period in 2045 with implementation of the 2045 MTP/SCS would be an improvement compared to baseline conditions.

Table 4.15-4 General Transit Use Indicators

Indicator	Baseline Conditions (2020)	2045 Conditions with 2045 MTP/SCS	2045 Conditions without 2045 MTP/SCS
Transit Trips*	345,346	382,059	378,437
Percent of Peak Hour Work Trips by Transit that are 30 Minutes or Less	57.6%	60.8%	59.5%

* The transit trips shown in this table include bicycle and pedestrian trips, as well as transit trips.

Source: RTDM (AMBAG 2021) and Geographic Information System analysis (see Appendix G of the MTP/SCS)

The transit use indicator values for the 2045 MTP/SCS shown in Table 4.15-4 are likely low given the lack of sensitivity to transit within the RTDM. It is common practice to calibrate models to observe conditions within the region. Currently the region has relatively low transit ridership; however, it also has very few passenger rail services. Further, the region does not have a wide-spread practice of transit oriented development (TOD). Thus, the RTDM is not sensitive to premium transit service³ or land use changes near those services and underestimates the total ridership gains that would be realized with the introduction of new types of infrastructure. Improvements would result from both the SCS land use scenario emphasis on infill and TOD and implementation of additional transit services and facilities. These improvements would be beneficial for MST, Santa Cruz METRO, and San Benito County Express transit services. Impacts would be less than significant, since transit service would not be substantially disrupted.

Bicycle and Pedestrian Facilities

The 2045 MTP/SCS is intended to improve the system for all modes of transportation so that motor vehicles and non-motorized vehicles can use the streets simultaneously and safely. The 2045 MTP/SCS includes goals and policies to support bicycle and pedestrian facilities. Projects within the 2045 MTP/SCS would add new pedestrian and bicycle facilities, including sidewalks, cross walks, trails and bike lanes, bicycle/pedestrian bridges parallel to existing overpasses and over railways, upgrading ramps to be ADA compliant, as well as safety

³ Premium transit service typically means a high-quality transit, either bus or rail, that reduces transit travel times, enhances regional connectivity, and provides improved vehicle and transit amenities to attract new customers.

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measures such as intersection crosswalks and safety programs related to schools, repairing failing sections of recreational trails, and installing protected bicycle lanes, traffic-calming measures, and rapid-flashing beacons and streetlights. Bicycle and pedestrian improvement projects identified in the 2045 MTP/SCS are aimed primarily at improving bicycle and pedestrian safety and expanding facilities such as bike lanes. The 2045 MTP/SCS includes projects that would result in the addition of more Class I and Class II bike lanes to the AMBAG region by 2045. Pedestrian and bicycle facilities would be designed and constructed in compliance with applicable safety regulations, such as the California Manual of Uniform Traffic Control Devices.

As shown in Table 4.15-4 above, the 2045 MTP/SCS projects would also increase transit trips, which includes pedestrian and bicycle trips, in the AMBAG region in 2045 compared to 2020. Specifically, between 2020 and 2045, daily trips by bicycle mode would increase by 770 trips and trips by walk mode would increase by 3,970 trips with implementation of the 2045 MTP/SCS. Furthermore, the 2045 MTP/SCS goals, policies, and projects would be consistent with the bicycle and pedestrian mode encouragement, provision, convenience, and safety goals included in the County and City General Plans that are discussed above under Regulatory Framework. Since the 2045 MTP/SCS would result in additional and improved facilities to accommodate pedestrian and bicycle travel modes, there would not be substantial disruption of bicycle and pedestrian facilities, and impacts would be less than significant.

Mitigation Measures

None required.

Threshold 2: Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) in either of the following manners: a. A change in VMT per capita in the region that fails to reach 15 percent below existing VMT per capita conditions would be considered a significant impact; or b. A substantial increase in induced travel due to roadway capacity expansions would be considered a significant impact
--

Impact T-2 THE 2045 MTP/SCS WOULD RESULT IN AN INCREASE TO DAILY VMT PER CAPITA BETWEEN THE BASELINE 2020 CONDITIONS AND 2045 CONDITIONS. PER CAPITA VMT IMPACTS FROM IMPLEMENTATION OF THE 2045 MTP/SCS WOULD BE SIGNIFICANT AND UNAVOIDABLE. THE INDUCED TRAVEL IMPACT AT THE REGIONAL LEVEL WOULD BE LESS THAN SIGNIFICANT.

Per Capita Vehicle Miles Traveled

As shown in Table 4.15-5, total 2045 VMT would increase above 2020 baseline conditions in all three counties, as well as the AMBAG region as a whole. As the table shows, at the regional level, total VMT would increase by 2,700,188 miles, which would be a 15.6 percent increase

from baseline 2020 conditions. Per capita VMT would increase between baseline 2020 conditions and 2045 conditions.

The 2045 MTP/SCS does not reduce VMT due to the nature of the AMBAG region, which makes certain aggressive VMT reducing measures ~~are~~ infeasible. For example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive. The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas. Such growth is particularly evident in the eastern and southern sections of the AMBAG region, with employment in the agriculture and service industries. These industries require a high level of in-person work and are therefore not conducive to telecommuting. Other factors limiting the applicability of VMT reduction measures are discussed in Section 7.2.1, Aggressive VMT Reduction Alternative, in Section 7, *Alternatives*.

Table 4.15-5 compares the daily VMT and VMT per capita for baseline conditions in 2020 and 2045 conditions with implementation of the 2045 MTP/SCS on all roadways for the AMBAG region as a whole. The daily per capita VMT in 2045 without implementation of the 2045 MTP/SCS is provided in the table for informational purposes.

Table 4.15-5 Daily Vehicle Miles Travelled

County/Region	Baseline Conditions (2020)	2045 Conditions with 2045 MTP/SCS	2045 Conditions without 2045 MTP/SCS
AMBAG Region Total	17,331,954	20,032,142	20,041,051
AMBAG Region Total Per Capita	22.4	23.0	23.0

Source: RTDM (AMBAG, 2021) and Geographic Information System analysis (see Appendix G of the MTP/SCS)

Table 4.15-5 shows that daily VMT per capita would increase from 22.4 to 23 miles by 2045, with or without implementation of the MTP/SCS. As previously discussed, population growth in the region would increase daily total VMT, regardless of the potential implementation of the 2045 MTP/SCS. Compared to baseline conditions, the daily total VMT per capita in the region would increase by the year 2045 under implementation of the 2045 MTP/SCS, and this impact would be significant.

Induced Travel

It should be noted that although this is a program-level analysis, and not project specific, some of the 2045 MTP/SCS projects include expanding the capacity of highways in the region, such as adding additional travel lanes to U.S. 101 near Salinas. Numerous studies and research suggest that an expansion of highway capacity may induce travel (Governor's Office of Planning and Research 2016; Handy 2015; Duranton & Turner 2011). According to the Governor's Office of Planning and Research (2016), the initial reduction in traffic congestion and travel times from increased capacity is attractive to travelers, resulting in more trips on

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the facility and increasing the total VMT. These types of projects may result in the following trip-making changes, which have implications for total VMT, according to Governor's Office of Planning and Research:

- **Longer Trips.** The ability to travel a long distance in a shorter time increases the attractiveness of destinations that are further away, increasing trip length and VMT.
- **Changes in Mode Choice.** When transportation investments are devoted to reducing automobile travel time, travelers tend to shift toward automobile use from other modes, which increases VMT.
- **Route Changes.** Faster travel times on a route attract more drivers to that route from other routes, which can increase or decrease VMT depending on whether it shortens or lengthens trips.
- **Newly Generated Trips.** Increasing travel speeds can induce additional trips, which increases VMT. For example, an individual who previously telecommuted or purchased goods on the internet might choose to accomplish those ends via automobile trips as a result of increased speeds.
- **Land Use Changes.** Faster travel times along a corridor lead to land development further along that corridor; that development generates and attracts longer trips, which increases VMT. Over several years, this component of induced VMT can be substantial, e.g., approximately half of the total effect on VMT.

The 2045 MTP/SCS coordinates land use and transportation projects through the 2045 horizon year. The SCS is intended to identify a land use strategy that supports the objectives of SB 375 to achieve, among other things: increased roadway optimization, increased modes of travel other than single occupancy automobiles, increased access to jobs and amenities, minimized increases in VMT and reduced GHG emissions. Among the strategies to meet these goals is a mix of land uses balanced to minimize VMT and maximize the ability for residents and visitors of the region to conduct everyday activities without the need to travel by car. As a consequence, the RTDM and associated transportation system performance results discussed in this analysis capture the effects of land use changes on overall travel demand in the region. Although the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

Mitigation Measures

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that would increase the capacity of a roadway, and where feasible and necessary based on project and site specific considerations. For land use projects under their jurisdiction, the cities and counties in the AMBAG region shall implement the following mitigation measure. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

T-2(a) Land Use Project VMT Analysis and Reduction

Regionally, implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, and other land use project conditions that reduce VMT. Programs shall be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking.

At a project level, implementing agencies shall evaluate VMT as part of project specific CEQA review and discretionary approval decisions for land use projects. Where project level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples include but are not limited to:

- Provide car-sharing, vanpool, bike sharing, and ride-sharing programs
- Implement or provide access to commute reduction programs
- Encourage telecommute programs
- Incorporate affordable housing into the project
- Increase density, infill, and transit oriented development
- Increase mixed uses within the project area
- Incorporate improved pedestrian connections within the project/neighborhood
- Incentivize development in low VMT communities
- Incentivize housing near commercial and offices
- Increase access to goods and services, such as groceries, schools, and daycare
- Orient the project toward transit, bicycle, and pedestrian facilities
- Implement complete streets
- Provide traffic calming
- Provide bicycle parking
- Reduce parking requirements
- Separate out parking costs

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- Provide parking cash-out programs

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for land use projects are cities and counties. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.

T-2(b) Transportation Project VMT Analysis and Reduction

Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include, but are not limited to:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to high occupancy vehicle lanes
- VMT banks
- Implementing or funding offsite travel demand management
- Providing a bus rapid transit system
- Implement bus on shoulder operations during peak congestion periods
- Improving pedestrian or bicycle networks, or transit service
- Providing transit passes
- Incorporating neighborhood electric vehicle network

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Mitigation shall, or can and should, be applied during project permitting and environmental review and implemented during project operation, as applicable.

Significance After Mitigation

If implementing agencies adopt and require this mitigation, impacts would be reduced because less VMT would be added to the AMBAG region. However, the implementation of project level VMT-reducing measures such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT-reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such facilities. Therefore, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

Threshold 3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
--

Impact T-3 THE 2045 MTP/SCS WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO GEOMETRIC DESIGN FEATURES OR INCOMPATIBLE USES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Transportation Design Features

The regional growth pattern of the 2045 MTP/SCS does not define design level features of roadways. While the 2045 MTP/SCS expands development and increases density in growth geographies, this growth would not impact geometric design features or roadway uses in a consistent way, as those design standards and uses are established and enforced at the local jurisdictional level. Specific transportation projects under the 2045 MTP/SCS would be subject to and expected to follow the design guidelines established by the State or the local jurisdiction with authority over the project, including curve radii on curving road segments, maximum road grade/slope, and minimum separating distance between intersections and driveways.

Construction activities from implementation of the 2045 MTP/SCS would be short term, intermittent, and geographically dispersed. At the regional level, these disruptions would be localized, and impacts would be limited and would not represent a significant impact to the operations of the regional transportation system. At the local level, construction activities could increase travel on local roads and result in detours or increased congestion in certain locations. The actual construction details of land use development projects and proposed transportation projects are not known, because the projects are in the early stages of planning. Construction impacts would be evaluated at the project level as more information about the timing, design, scope, and construction program are available. Generally, construction activities for land use development and transportation projects would be required to be conducted in accordance with, and subject to review by, all applicable State and/or local jurisdictions with authority over the project; thus, ensuring projects would be designed to minimize the potential for hazardous conditions and to ensure safe travel by all modes.

The transportation projects would be required to conform to the design standards of the public agency responsible for implementation, and such standards include safety standards. Complete Streets policies and programs, included as part of the 2045 MTP/SCS, also support reducing hazards on roadways and preventing incompatible uses by designing roads for all trip purposes, including for more vulnerable users such as cyclists and pedestrians. As such, the 2045 MTP/SCS is not expected to negatively impact the design of transportation facilities. Rather, investments are expected to incentivize design improvements to make roadways safer. Therefore, the potential of the 2045 MTP/SCS to substantially increase hazards due to geometric design features or incompatible land uses would be less than significant.

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Incompatible Uses

The 2045 MTP/SCS would not adversely impact the compatible use of transportation facilities. Rather, investments are expected to incentivize design improvements to make roadways safer. The SCS does not create new agricultural uses or other similar uses that would result in increased incompatible vehicle uses on roadways in the region, such as slow-moving farm equipment. In addition, specific transportation projects under the 2045 MTP/SCS would be subject to and follow the allowable uses established by the State or the local jurisdiction with authority over the project. Therefore, the potential of the 2045 MTP/SCS to substantially increase hazards due to incompatible uses would be less than significant.

Mitigation Measures

None required.

Threshold 4: Result in inadequate emergency access

Impact T-4 THE 2045 MTP/SCS WOULD NOT RESULT IN INADEQUATE EMERGENCY VEHICLE ACCESS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Emergency Vehicle Access

The 2045 MTP/SCS would entail upgrades and improvements to existing transportation infrastructure as well as “focused growth” in existing communities along the existing transportation network encouraging more dense development in developed areas. The Highway 1 infrastructure upgrades included in the 2045 MTP/SCS would be anticipated to benefit emergency vehicle access by protecting areas from potential hazards, including flooding or erosion, that could otherwise impair emergency access using transportation facilities. In addition, all transportation projects under the proposed Plan would comply with State, regional, and local regulations regarding the provision of at least two emergency vehicle access points during both operation and construction.

Construction activities could temporarily impair emergency access points used for emergency vehicle access. However, standard construction procedures for development of a construction management plan would address these conditions and would require provision of alternative emergency vehicle access points. Specifically, per Caltrans permitting requirements, a traffic control plan would be required that adheres to the standards set forth in the California Manual of Uniform Traffic Control Devices. In addition, while implementation of 2045 MTP/SCS land use development pattern and transportation projects could temporarily impede emergency access at project locations during construction periods, construction projects would conform to State, regional, and local regulations requiring maintenance of emergency access during construction. Therefore, the impact of the 2045 MTP/SCS on emergency access would be less than significant.

Emergency Vehicle Requirements

Transportation infrastructure plays a key role in providing access to destinations during emergencies. These systems must be able to accommodate emergency response vehicles, personnel, and equipment. In widespread disasters, the AMBAG area's roads and other transportation networks can determine the success or failure of the region during the emergency and in the recovery. The 2045 MTP/SCS would entail upgrades and improvements to existing transportation infrastructure as well as "focused growth" in existing communities along the existing transportation network encouraging more dense development in developed areas. Dense development in existing developed areas is generally more efficient at serving the public for emergency response. This is often because existing developed areas tend to be well served with these facilities and also because the denser land use pattern better facilitates access to specific sites.

The actual design details of land use development projects and proposed transportation projects are not known, because the projects are in the early stages of planning. However, local jurisdictions have design standards for new and existing development and roadways to ensure adequate passage of emergency vehicles. Standards include specifications related to clear width, effective turning radius and turnouts, curve radii on curving road segments, maximum road grade/slope, and minimum separating distance between intersections and driveways. Transportation projects would be subject to review with regard to emergency vehicle requirements by State and/or local jurisdictions with authority over the project as well as responsible emergency service agencies; thus, ensuring projects would be designed to meet all applicable emergency design standards. Therefore, the impacts of the 2045 MTP/SCS on emergency vehicle requirements would be less than significant.

Mitigation Measures

None required.

c. Specific 2045 MTP/SCS Project That May Result in Impacts

The analysis within this section discusses the potential transportation impacts associated with the transportation improvement projects included in the 2045 MTP/SCS. The projects within the 2045 MTP/SCS are evaluated herein in their entirety and are intended to improve circulation rather than cause adverse impacts. However, as described above, the 2045 MTP/SCS would increase baseline 2020 daily VMT per capita by approximately 0.6 mile in 2045. This effect has been found to be a significant and unavoidable impact, as described above. The RTDM data does not have the capability to distinguish which project or projects would specifically result in increased daily VMT per capita. However, any number of the 2045 MTP/SCS projects that expand roadway capacity or improve traffic flow and circulation could presumably increase VMT. Thus, there are no specific transportation projects that can be listed in this section related to the adverse impacts of increased daily VMT per capita in the AMBAG region.

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4.16 Tribal Cultural Resources

This section evaluates effects on tribal cultural resources related to implementation of the 2045 MTP/SCS.

4.16.1 Setting

Historically, the Costanoans, or coast people, Esselen, Salinan and the Northern Valley Yokuts occupied the AMBAG region. Monterey County was occupied by the Esselen in the west, the Costanoan in the north, and the Salinan to the south. The Costanoan occupied the northwestern portion of San Benito County; the Northern Valley Yokuts were in the southeastern part of the county, and the Salinan occupied the southwestern area of San Benito County. The Costanoan also occupied Santa Cruz County.

The Costanoans occupied permanent village sites in the valleys and maintained numerous hunting camps in the mountain terrain that they occupied seasonally. The subsistence for the Costanoan depended heavily on acorns and plant species during the various seasons (San Benito County 2015). Costanoan territory extended from the point where the San Joaquin and Sacramento rivers issue into the San Francisco Bay to Point Sur, 135 miles south of San Francisco, with the interior Coast Ranges likely constituting their inland boundary (Kroeber 1925). The Costanoan were semi-sedentary with a settlement system characterized by base camps of tule reed houses and seasonal specialized camps (Skowronek 1998). Subsistence was based on hunting, gathering, and fishing. Mussels and acorns were particularly important food resources (Kroeber 1925, Skowronek 1998).

The Costanoans, like most Native California groups, were organized according to politically independent land-holding groups referred to by anthropologists as tribelets. There were approximately 40 Costanoan tribelets. The basic Ohlone social unit was the family household of about 15 individuals, which was extended patrilineally (Broadbent 1972; Harrington 1933). Households grouped together to form villages and villages combined to form tribelets. Tribelets exchanged trade goods such as obsidian, shell beads and baskets; participated in ceremonial and religious activities together; intermarried; and could have extensive reciprocal obligations to one another involving resource collection.

Contact was established in the Costanoan territory with the founding of the Mission Nuestra Senora de la Soledad in 1791. The Costanoans suffered disenfranchisement and cultural collapse during the post-contact period and by 1810 the traditional lifeway of the Costanoans had virtually ceased. In 1971 descendants of the Costanoans united as a corporation, the Ohlone Indian tribe (San Benito County 2015).

The Esselen inhabited the upper Carmel Valley in the Santa Lucia Mountains between Point Sur and Lopez Point, with the inland boundary just east of the Salinas River. The Esselen occupied seasonal villages depending on resource availability (Breschini and Haversat 2001).

Salinan territory ranged from Carmel Valley south to Morro Bay. They occupied permanent villages. Salinan subsistence was centered on the gathering of acorns and other edible plants and the hunting of animals such as dove, quail, rabbit, and deer (Taylor 2013).

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Northern Valley Yokuts populations were concentrated along waterways in the San Joaquin River. Settlements were typically composed of single-family dwellings, sweathouses, and ceremonial structures. Subsistence revolved around water resources in the San Joaquin Valley, with a focus on salmon and acorns.

Tribal cultural resources that could be present within the AMBAG region include but are not limited to Native American burial sites, village or occupation sites, traditional resource gathering locations and natural landforms such as mountain peaks, ridge tops, or rivers. Such resources are present throughout the AMBAG region, including known and documented sites as well as undocumented sites that will be identified through cultural resources survey or ground disturbance.

4.16.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

The Department of Transportation Act

Passed in 1966, the Department of Transportation Act (49 United States Code 303, formerly 49 United States Code 1651(b)(2) and 49 United States Code 1653(f) includes Section 4(f), which states that the Federal Highway Administration and other U.S. Department of Transportation agencies cannot approve the use of land from public and private historical sites unless certain conditions apply. These conditions are the following: If there is no feasible and prudent avoidance alternative to the use of land, and if the action includes all possible planning to minimize harm to the property resulting from such use; or if the Federal Highway Administration determines the use of the property will have a *de minimis* impact.

Archaeological Resources Protection Act of 1979 (ARPA)

This regulation was enacted to protect archaeological resources and sites that are on public lands and tribal lands, to foster increased cooperation and exchange of information between government representatives, the professional archaeological community, and private individuals. Section 4 of the statute and Sections 16.5-16.12 of the uniform regulations describe the requirements that must be met before federal authorities can issue a permit to excavate or remove any archaeological resource on federal or tribal lands. The curation requirements of artifacts, other materials excavated or removed, and the records related to the artifacts and materials are described in Section 5 of the ARPA. This section also authorizes the Secretary of the Interior to issue regulations describing in more detail the requirements regarding these collections.

American Indian Religious Freedom Act of 1978

The American Indian Religious Freedom Act of 1978 (AIRFA) (42 U.S. Code Section 1996) pledges to protect and preserve the traditional religious rights of American Indians, Aleuts, Eskimos, and Native Hawaiians. It establishes a national policy that traditional Native American practices and beliefs, sites (and right of access to those sites), and the use of sacred

objects shall be protected and preserved. If a place of religious importance to American Indians could be affected by a federal undertaking, AIRFA promotes consultation with Indian religious practitioners, which could be coordinated with Section 106 consultation. Amendments to Section 106 of the NHPA in 1992 strengthened the interface between AIRFA and the NHPA by clarifying the following: (1) properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization could be determined to be eligible for inclusion in the NRHP; and (2) in carrying out its responsibilities under Section 106, a federal agency shall consult with any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to properties described under (1).

Archeological Resources Protection Act of 1979

The Archeological Resources Protection Act of 1979 (ARPA) (43 CFR Section 7) establishes uniform definitions, standards, and procedures to be followed by all federal land managers in providing protection for archaeological resources located on public lands and Native American lands. Under ARPA, additional requirements could apply to agency action if federal or Indian lands are involved. ARPA (1) prohibits unauthorized excavation on federal and Indian lands, (2) establishes standards for permissible excavation, (3) prescribes civil and criminal penalties, (4) requires agencies to identify archeological sites, and (5) encourages cooperation between federal agencies and private individuals.

Native American Graves Protection and Repatriation Act of 1990

The intent of the Native American Graves Protection and Repatriation Act of 1990 (25 U.S. Code Section 3001) is to identify Native American affiliation or lineal descent and ensure the rightful disposition, or repatriation, of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony that are in federal possession or control. The regulations implementing the requirements of Native American Graves Protection and Repatriation Act relating to the inadvertent discovery of human remains and objects of cultural patrimony of Native American origin on federal or tribal lands are described in 43 CFR Section 10.4.

b. State Laws, Regulations, and Policies

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources:

1. Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe" and meets either of the following criteria: Listed or

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eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

2. A cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the formal consultation process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Public Resources Code Section 21080.3

AB 52, signed by the California governor in September of 2014, established a new class of resources under CEQA: “tribal cultural resources,” defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. PRC Section 21080.3.2 states:

Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency’s jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, provisions under PRC Section 21084.3 (b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include:

- (1) Avoiding and preserving the resources in place, including, but not limited to, planning and constructing to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria

- (2) Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - (A) protecting the cultural character and integrity of the resource
 - (B) protecting the traditional use of the resource
 - (C) protecting the confidentiality of the resource
- (3) Establishing permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
- (4) Protecting the resource

4.16.3 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with the requirements of AB 52, AMBAG conducted AB 52 consultation for the 2045 MTP/RTP, which consisted of written communication with the Esselen Tribe of Monterey County, Chairperson Tom Little Bear Nason and Sue Morley, Cultural Resources Consultant for the Esselen Tribe of Monterey County. Copies of these letters are included in Appendix F. An emailed response to the letter was received on August 13, 2020 asking for a printed copy of the map, which was mailed on August 26, 2020. On August 6, 2021, AMBAG contacted Mr. Nason of the Esselen Tribe of Monterey County via email to enquire about a meeting to discuss the environmental analysis. No response was received. On October 13, 2021, AMBAG sent Mr. Nason of the Esselen Tribe of Monterey County a letter indicating that AB 52 consultation has concluded.

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project's impacts would have a significant impact to tribal cultural resources:

1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is one of the following:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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b. Project Impacts and Mitigation Measures

The following section describes tribal cultural resource impacts associated with the transportation improvements and future land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

Threshold 2: Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

Impact TCR-1 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND FUTURE PROJECTS INCLUDED IN THE LAND USE SCENARIO ENVISIONED IN THE 2045 MTP/SCS WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As stated above, AB 52 consultation did not result in the identification of any tribal cultural resources. However, it is possible that Native American burial sites, village or occupation sites, traditional resource gathering locations, and natural landforms of importance to the Esselen peoples could exist in the AMBAG planning area. Thus, tribal cultural resources could be encountered during implementation of the transportation improvement projects listed in the 2045 MTP/SCS and the land use scenario envisioned by the 2045 MTP/SCS. Effects on tribal cultural resources depend highly on the individual project site conditions and the characteristics of the proposed project. Impacts may include damage or destruction of the tribal cultural resources. Adherence to the requirements of AB 52 would encourage tribal consultation with local California Native American tribes and require the identification of project specific substantial adverse effects on tribal cultural resources and appropriate project specific mitigation measures. If the implementing agency determines that a specific transportation or land use project could cause a substantial adverse change in the significance of a tribal cultural resource, the impact would be significant.

Mitigation Measures

Tor transportation projects under their jurisdiction, TAMC, SBtCOG, and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

TCR-1 Tribal Cultural Resources Impact Minimization

Implementing agencies shall, or can and should, comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall, or can and should, implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall, or can and should, implement the following measures where feasible to avoid or minimize the project specific significant adverse impacts:

- Avoidance and preservation of the resources in place, including, but not limited to planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity considering the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource
 - Protecting the traditional use of the resource
 - Protecting the confidentiality of the resource
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
- Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources
- If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find and determine the proper course of action

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This

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mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction where appropriate.

Significance After Mitigation

Mitigation Measure TCR-1 would require AB 52 compliance and would result in necessary mitigation being identified through tribal consultation to avoid impacts to tribal cultural resources. These measures would protect the resource's character, traditional use, and confidentiality. With such protection, implementation of the above measure would reduce impacts to tribal cultural resources. However, it cannot be guaranteed that all future project-level impacts can be mitigated and as such, impacts would be significant and unavoidable.

c. Specific MTP/SCS Projects that May Result in Impacts

All 2045 MTP/SCS transportation projects that require construction may result in impacts as discussed above; and therefore, are not specifically identified in table format. All 2045 MTP/SCS transportation projects are referenced in Appendix B. Additional analysis and AB 52 consultation with local tribes would be needed as the individual projects are implemented to determine the project specific impact. The mitigation measure provided above and potentially others requested by tribal representatives on a project by project basis would apply to these specific projects.

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4.17 Wildfire

This section analyzes impacts related to wildfires in the AMBAG planning region.

4.17.1 Setting

In California, responsibility for wildfire prevention and suppression is shared by federal, State, and local agencies. Federal agencies are responsible for lands in Federal Responsibility Areas. California has identified State Responsibility Areas (SRA) where the state has financial responsibility for wildland fire protection and prevention; incorporated cities and federal ownership are not included. These are managed by the California Department of Forestry and Fire Protection (CAL FIRE). All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRA).

a. Wildfire Behavior and Controlling Factors

Human influence on wildfire includes direct influences, such as the ignition and suppression of fires, and indirect influence through climate change, the alteration of native vegetation, fire suppression, and development patterns. Human-induced wildfire ignitions can change fire regime characteristics in two ways: (1) changing the distribution and density of ignitions and (2) changing the seasonality of burning activity. Human-induced ignition sources include escapes from debris and brush-clearing fires, electrical equipment malfunctions, campfires, smoking, fire play (e.g., fireworks), vehicles, and arson. Consequently, areas near human development more frequently experience fires than very remote or urban areas.

Once a fire is started, the spread and behavior of a fire become a function of fuel characteristics, terrain, and weather conditions. People have intervened deliberately and dramatically in the natural fire regime through fire suppression and, more recently, actions that affect fuel connectivity. Historically, fire suppression was used to prevent and limit wildfires. Over time, this land management practice (combined with forest regrowth after extensive logging in the late 19th century) has led to a buildup of forest fuels and an increase in the occurrence and threat of large, severe fires. Contemporary fire management practices include fuel management activities that are intended to reduce the intensity and severity of wildfires. Reducing fuels through mechanical treatments and prescribed fire have been found to be effective at reducing fire frequency, fire severity, and annual area burned when applied at the landscape scale over an extended period of time.

Wildfire activity is closely related to temperature and drought conditions, and in recent decades, increasing drought frequency and warming temperatures have resulted in increased fire activity and the largest, most destructive, and deadliest wildfires in California history. Climate change will continue to produce conditions that facilitate a longer fire season, which, when coupled with human-caused changes in the seasonality of ignition sources, will produce more, longer, and bigger fires during more times of the year. According to California's Fourth Climate Change Assessment, Statewide Summary Report (OPR 2018), if greenhouse gas emissions continue to rise, the frequency of extreme wildfires burning over 25,000 acres

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could increase by 50 percent by 2100, and the average area burned Statewide could increase by 77 percent by the end of the century.

b. California Wildfire Hazards

While all of California is subject to some degree of wildfire hazard, specific features make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (Public Resources Code [PRC] 4201-4204 and California Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition and atmospheric conditions. CAL FIRE has identified two types of wildfire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards and 2) very high fire hazard severity zones (VHFHSZ). Each risk area carries with it code requirements to reduce the potential risk of wildfires. Under State regulations, areas in very high FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in these areas.

Development that has spread into less densely populated, often hilly areas has increased the number of people living in heavily vegetated regions that are prone to wildfire. The area where wildlands meet urban development is referred to as the wildland-urban interface (WUI) and is subject to urban wildfire. In recent years some of the deadliest and most extensive fires in the history of the state have ignited in the WUI and spread to suburban and even urban areas (CAL FIRE 2021). In August 2020, a lightning storm ignited the River Fire in Monterey County and the CZU Lightning Complex Fire in San Mateo and Santa Cruz counties, spreading rapidly toward nearby populations, requiring extensive evacuation orders. The River Fire burned approximately 40,090 acres and destroyed 30 structures, with another 13 damaged (CAL FIRE 2020a). The 2020 CZU Lightning Complex Fire burned approximately 86,510 acres across San Mateo County and Santa Cruz County; destroying 490 structures and damaging 140 others and resulted in one fatality (CAL FIRE 2020b). Two days later, on August 18, 2020, the Dolan Fire ignited in Monterey County and went on to burn approximately 124,924 acres, destroy 14 structures, and injure 19 people (CAL FIRE 2020c). These fires are an example of the major losses that can result from a fire in the WUI.

Throughout the AMBAG region, there is a full range of conditions and fire hazards as indicated in the applicable Fire Hazard Severity Zone Maps for the region.

Monterey County

According to the Monterey County Fire Hazard Severity Zones in SRA (CAL FIRE 2007a), nearly the entire county within CAL FIRE responsibility is mapped as either high or very high fire hazard. Monterey County has very high FHSZs in the northwestern and coastal areas, throughout the central county, the northeastern half of the county, and areas along the southern county boundary, adjacent to San Luis Obispo County (CAL FIRE 2007; Figure 4.17-2 and Figure 4.17-3). The rest of the Monterey County SRA is high or moderate FHSZ, throughout the central and eastern parts of the county. The urbanized areas in and around

cities are mostly LRAs, including the U.S. 101 corridor, although portions of the highway pass through high and moderate FHSZs south of San Lucas and to the area just north of Nacimiento, and including the unincorporated community of Wunpost.

San Benito County

The western edge of San Benito County is very high FHSZ, with much of the county in the SRA. Throughout the county high and moderate FHSZs encompass very high FHSZs, with some of the county being in a Federal Responsibility Area, as they fall within nation forest lands. This is the case along the extent of Highway 25 except where it traverses the city of Hollister and the northern portion of San Benito County. The areas around Highway 156 are largely LRAs, except where the highway leaves San Benito County at the northern border with Santa Clara County, and from west of San Juan Bautista to where it joins U.S. 101. For the short extent of U.S. 101 in San Benito County, most of which is in or adjacent to a very high or high FHSZ (Figure 4.17-4).

Santa Cruz County

According to the CAL FIRE “Fire Hazard Severity Zones” in SRA mapping, most of Santa Cruz County is in an SRA, with the urbanized areas being LRAs (CAL FIRE 2007). The very high FHSZs are along the eastern county boundary with Santa Clara County, in the mountainous areas, and in the area between Highway 1 and Highway 9 west of Ben Lomond and east of Swanton. The rest of the SRA is designated a high FHSZ, with pockets of moderate FHSZ at the lower elevations (Figure 4.17-1).

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Figure 4.17-1 Santa Cruz County Fire Hazard Severity Zones

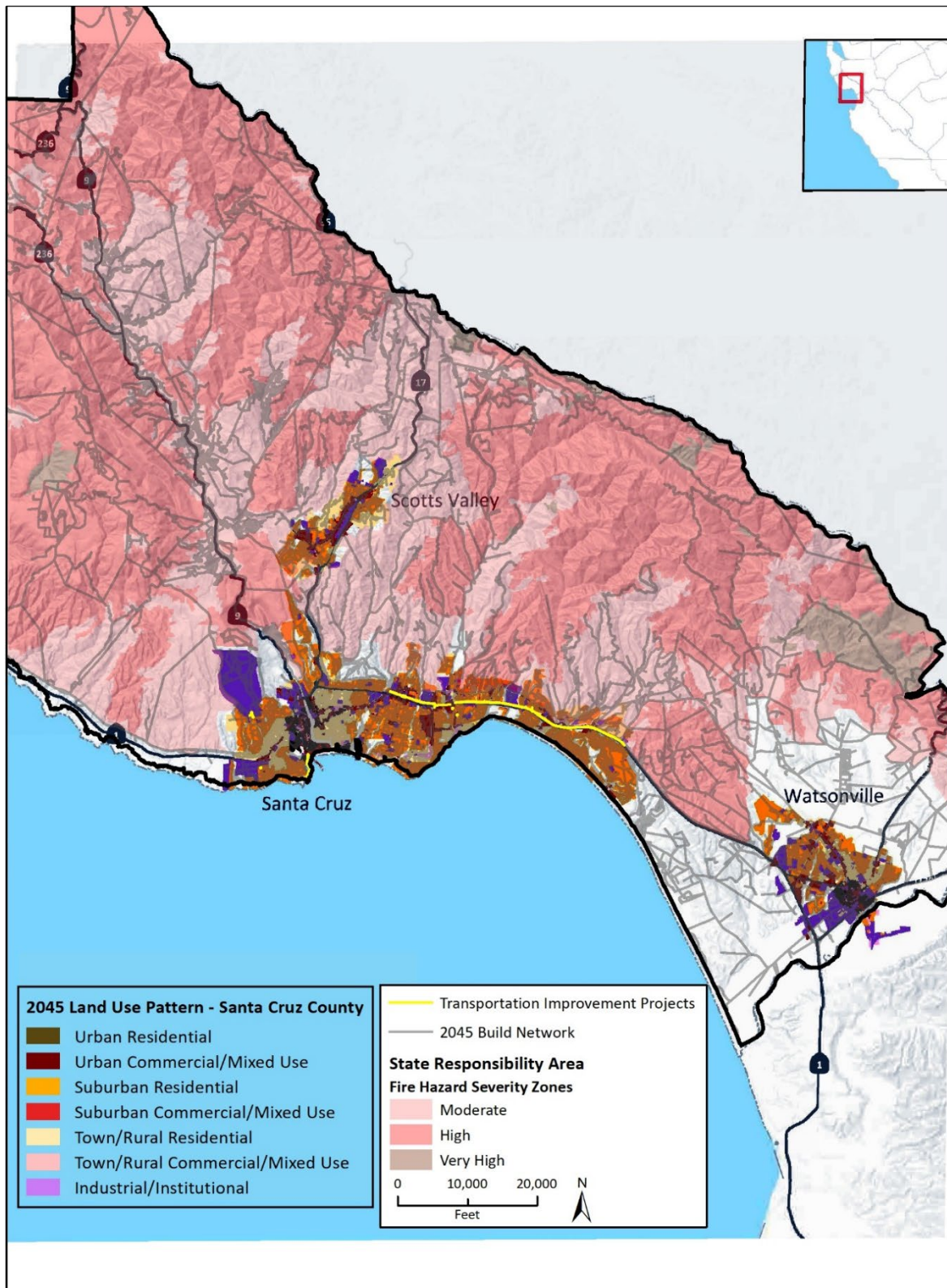
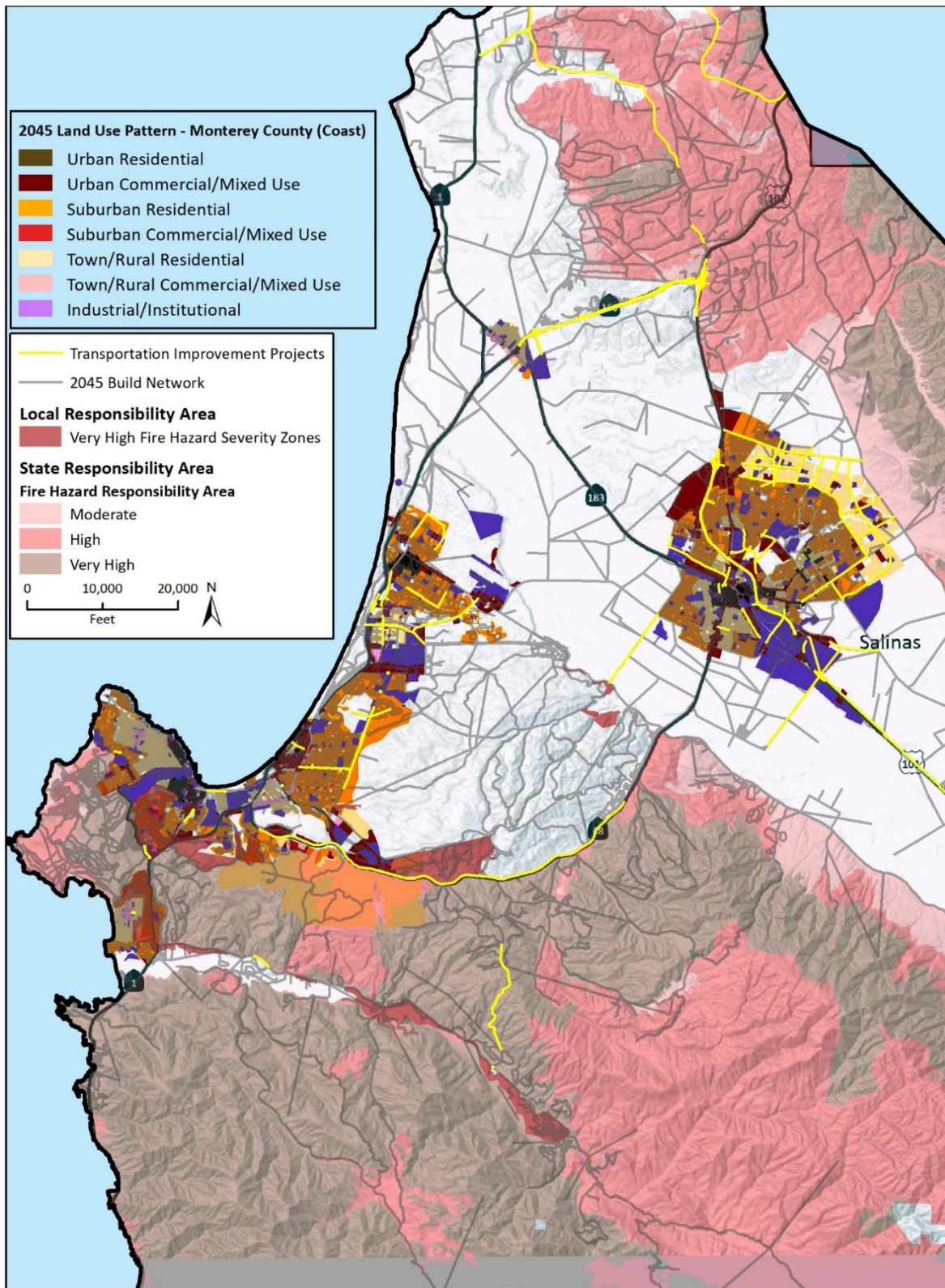


Figure 4.17-2 Northern Monterey County Fire Hazard Severity Zones



Basemap provided by AMBAG © 2021.

Fig 4.17-1 Fire Hazard Severity Zones Monterey County North

Figure 4.17-3 Southern Monterey County Fire Hazard Severity Zones

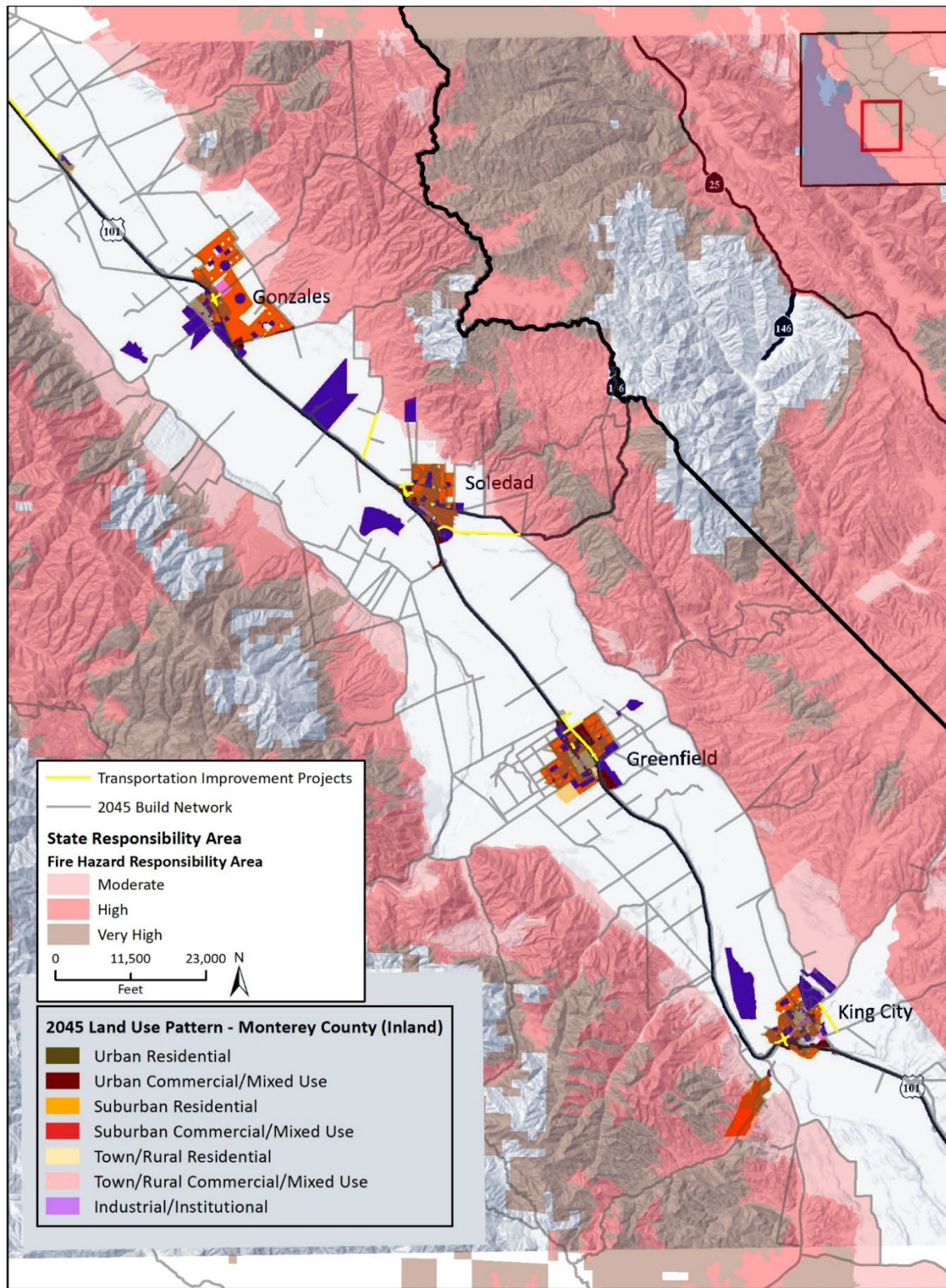
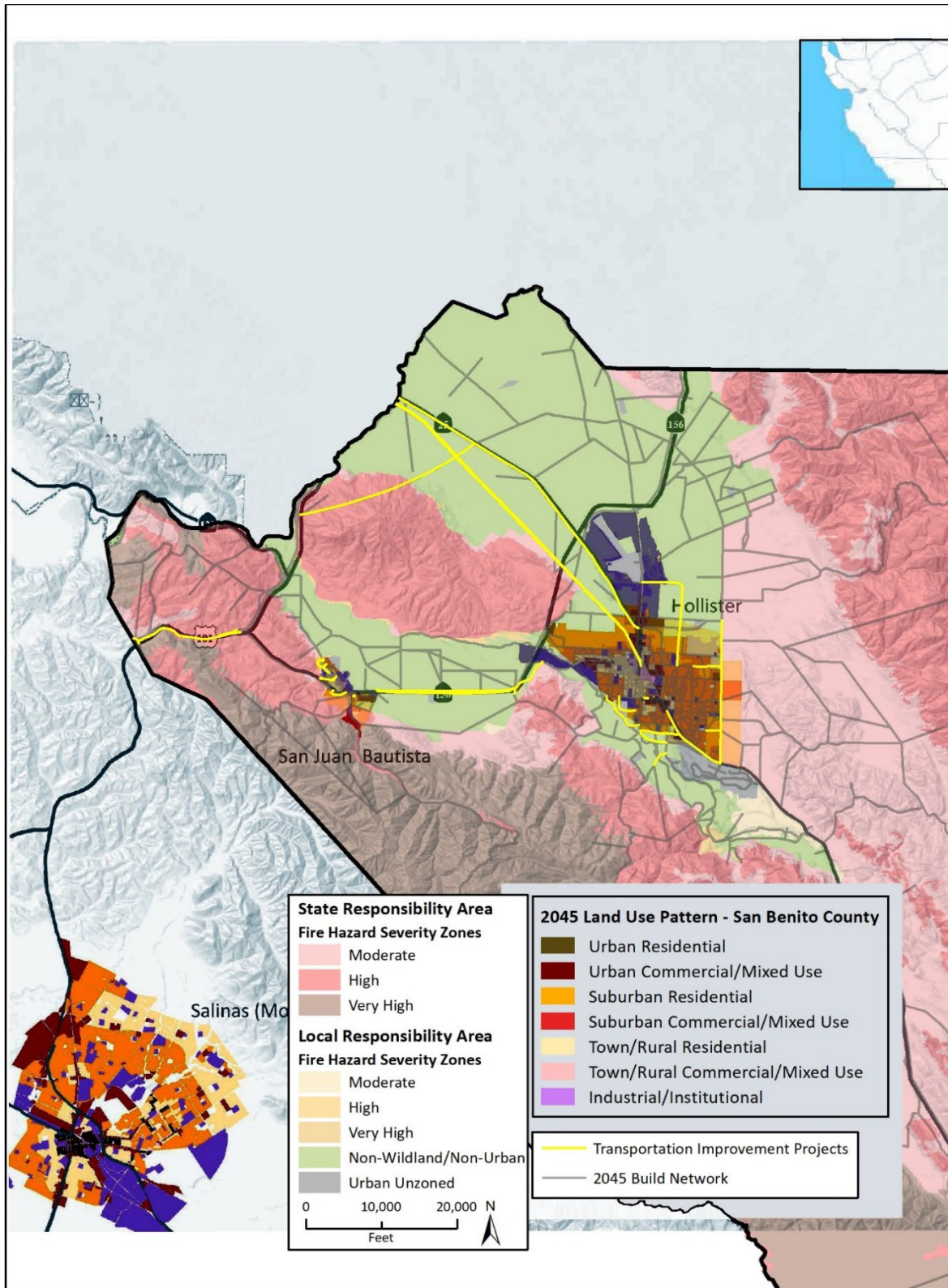


Figure 4.17-4 San Benito County Fire Hazard Severity Zones



4.17.2 Regulatory Setting

a. Federal Laws, Regulations, and Policies

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what protective measures are required for fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every three years and is the basis for the California Fire Code (CFC) (also updated triennially). Local jurisdictions, including AMBAG region cities and counties, then adopt the CFC, in some cases with local amendments.

Federal Disaster Mitigation Act

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. “Enhanced” plans demonstrate increased coordination of mitigation activities at the state level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP) complies with this act.

National Fire Plan

The U.S. Department of the Interior’s National Fire Plan is intended to ensure an appropriate federal response to severe wildland fires, reduce fire impacts on rural communities, and ensure sufficient firefighting capacity in the future. The Rural Fire Assistance program is funded to enhance the fire protection capabilities of rural fire districts and safe and effective fire suppression in the wildland/urban interface. The program promotes close coordination among local, state, tribal, and federal firefighting resources by conducting training, equipment purchase, and prevention activities on a cost-shared basis.

b. State Laws, Regulations, and Policies

2019 Strategic Plan for California

The 2019 Strategic Plan prepared by CAL FIRE and the California Natural Resources Agency lays out central goals for reducing and preventing the impacts of fire in the State. The goals are meant to establish, through local, State, federal, and private partnerships, a natural

environment that is more resilient and human-made assets that are more resistant to the occurrence and effects of wildland fire.

In addition to the 2019 Strategic Plan for California, individual CAL FIRE units develop fire plans, which are major strategic documents that establish a set of tools for each CAL FIRE unit for its local area. Updated annually, unit fire plans identify wildfire protection areas, initial attack success, assets and infrastructure at risk, pre-fire management strategies, and accountability within their unit's geographical boundaries. The unit fire plan identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work locally. The plans include contributions from local collaborators and stakeholders and are aligned with other plans for the area.

California Building Code (2019)

Chapter 7A of the California Building Code (California Code of Regulations, Title 24, Part 2) includes specific requirements related to exterior wildfire exposure. These requirements establish minimum standards to protect buildings located in Fire Hazard Severity Zone within SRAs and Wildland-Urban Interface Fire Areas. This code includes provisions for ignition-resistant construction standards for new buildings.

California Fire Code

The 2019 California Fire Code (California Code of Regulations, Title 24, Part 9) establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare for the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of buildings or structures or any appurtenances connected or attached to such building structures throughout California.

Wildland-Urban Interface Building Standards

On September 20, 2007, the Building Standards Commission approved the Office of the State Fire Marshal emergency regulations amending the California Code of Regulations, Title 24, Part 2, known as the California Building Code (CBC). These codes include provisions for ignition-resistant construction standards in the WUI.

California Emergency Services Act

The California Emergency Services Act of 2008 merged the duties, powers, purposes, and responsibilities of OES and the Governor's Office of Homeland Security into a new cabinet-level agency, the California Emergency Management Agency (Cal EMA). In 2013, the Governor merged the California Emergency Management Agency with the Office of Public Safety Communications and renamed the organization the California Governor's Office of Emergency Services (Cal OES). CAL OES is responsible for overseeing and coordinating

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emergency preparedness, response, recovery, and homeland security activities within the California. Section 8687.7 of the California Disaster Assistance Act required the development of a Standard Emergency Management System (SEMS) program, for managing multiagency and multijurisdictional responses to emergencies in California. The Cal OES Emergency Management Systems Unit is a multi-agency group charged with methodical review, evaluation, and approval of needed improvements to SEMS. State agencies are required to use SEMS and local government entities must use SEMS in order to be eligible for any reimbursement of response-related costs under the State's disaster assistance programs.

Cal OES serves as the lead State agency for emergency management and coordinates the State response to major emergencies in support of local government. SEMS provides the mechanism by which local governments request assistance from Cal OES, and Cal OES maintains oversight of the State's mutual aid system.

State of California Emergency Plan

The Cal OES Emergency Plan outlines a state-level strategy to support local government efforts during a large-scale emergency. In accordance with the California Emergency Services Act, the State Emergency Plan describes methods for carrying out emergency operations, mutual aid processes, emergency services of governmental agencies, resource mobilization, emergency public information, and continuity of government (Cal OES 2017).

California Multi-Hazard Mitigation Plan

The California Office of Emergency Services prepares the State Hazard Mitigation Plan (SHMP), which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (Cal OES 2018). The SHMP is required under the Disaster Mitigation Act of 2000 for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance.

The SHMP represents the state's primary hazard mitigation guidance document - providing an updated analysis of the state's historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The plan represents the state's overall commitment to supporting a comprehensive mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a more resilient state. State Hazard Mitigation Plans are required to meet the Elements outlined in FEMA's State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

OES is responsible for the development and maintenance of the State's plan for hazard mitigation. The State's multi-hazard mitigation plan was last approved by the Federal Emergency Management Agency (FEMA) as an Enhanced State Mitigation Plan in 2018. The plan is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The plan also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the

SHMP, and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise its mitigation plan and resubmit for FEMA approval at least every five years to ensure continued funding eligibility for certain federal grant programs.

Senate Bill 1241 (Kehoe) of 2012

Senate Bill 1241 (Chapter 311, Statutes of 2012) requires cities and counties to address fire risk in SRAs and VHFHSZs in the safety element of their general plans. It also requires cities and counties to make certain findings regarding available fire protection and suppression services before approving a tentative subdivision map or parcel map. Assembly Bill 3074 (Friedman) of 2020

Assembly Bill 3074 (Chapter 259, Statutes of 2020) imposes additional fuel reduction requirements on a person who owns, leases, controls, operates, maintains or builds an occupied dwelling or structure in, upon, or adjoining wild lands within a very high fire hazard severity zone.

SRA Fire Safe Regulations

The State Responsibility Area (SRA) Fire Safe Regulations CCR Title 14, Division 1.5, Section 1270 et seq. establishes CAL FIRE's basic wildland fire protection standards for new development and is applicable in all SRAs in California—areas where CAL FIRE is responsible for wildfire protection.

c. Local Laws, Regulations, and Policies

City and County General Plans

Local planning policies related to wildfire hazards are established in each jurisdiction's general plan, generally in the Safety Element or equivalent chapter. For emergency services, some of the relevant policies include coordinating with other agencies responsible for planning medical facilities to meet the health care needs of residents in the region, retaining hospitals, evaluating medical facility proposals, providing emergency response services, and participating in mutual-aid agreements. Example county General Plan goals and policies are provided below.

Santa Cruz County

Santa Cruz County General Plan, Public Safety Element

Among other topics, the Santa Cruz County General Plan Safety Element seeks to protect the county from the effects of wildfire (Santa Cruz County 2020). Policy 6.5.4 addresses development of lands outside the Urban Services Line that include mitigable critical fire hazard areas (fuel clearance), adequate water supply or storage to support firefighting, and a requirement that buildings be located outside any designated Critical Fire Hazard Area, a

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County-designated area. Policy 6.5.7 requires certification of adequate fire protection prior to any building permit approval.

City of Santa Cruz General Plan, Hazards, Safety, and Noise Element

The City of Santa Cruz General Plan Hazards, Safety, and Noise contains goals and policies designed to protect residents and structures from the direct effects of wildfire hazards (HZ1.5) and the secondary effects of smoke that affect air quality (HZ.2, City of Santa Cruz 2012). Furthermore, the element contains goals, policies, and programs aimed at increasing emergency preparedness and response (HZ.1).

Monterey County

Monterey County General Plan, Safety Element

Goal S-4 in the Monterey County General Plan Safety Element seeks to minimize risks from fire, including policies that support educating citizens, maintaining a GIS layer that shows WUI risks and that is updated periodically (Monterey County 2010). Policy S-4.9 addresses the construction and maintenance of county roadways in accord with the County Code or with the California Fire Code.

City of Monterey General Plan, Safety Element

Similarly, the City of Monterey General Plan Safety Element contains goals, policies, and programs aimed at minimizing loss of life and property from fire, such as Policy d.2, which calls for effective emergency access to all developments, and Program d.2.4, which requires fire-retardant roofing and access to steep lots, brush clearance and using non-flammable vegetation in landscape plans. support of standards and programs that reduce fire hazards (City of Monterey 2005).

San Benito County

San Benito County General Plan, Health and Safety Element

Goals and policies in the San Benito County General Plan Health and Safety Element seeks to minimize risk and ensure high levels of protection throughout the county. These include policies that address emergency preparedness (HS-1.4, HS-1.6), restrict development in high-risk areas (HS-1.14), all the policies under Goal HS-4 that address fire safety (San Benito County 2015a).

City of Hollister General Plan, Health and Safety Element

The Hollister General Plan also contains objectives, policies, and implementation measures intending to incorporate applicable fire safety standards into new development and to manage vegetation to reduce fire hazards, such as HS1.1, HS1.2, and HS2.3 through 2.6 (City of Hollister 2007).

Furthermore, Senate Bill 1241 requires that housing element updates made after 2014 include revisions to address the risk of fire in SRAs and very-high FHSZs. These revisions must account for specific considerations, including the provisions outlined in “Fire Hazard Planning” (CAL FIRE 2018)

Local Hazard Mitigation Plans

Local jurisdictions develop, adopt, and update local hazard mitigation plans (LHMP) to establish guiding principles for reducing hazard risk, as well as specific mitigation actions to eliminate or reduce identified vulnerabilities. Santa Cruz County (Santa Cruz County 2021), Monterey County (Monterey County 2016), and San Benito County (San Benito County 2015b) all have adopted LHMPs to reduce or eliminate long-term risk to people and property from natural hazards and their effects in the AMBAG region. This includes the unincorporated county, the cities within those counties, and various utility and park districts. Where federal lands neighbor those under local jurisdictions, cooperative agreements are in place that facilitate planning and emergency response. The plans include goals and policies to reduce the fire severity and intensity in the region through wildfire prevention, fuels management, and maintenance of evacuation routes. LHMPs are required to be updated every five years.

4.17.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the *State CEQA Guidelines* identifies the following criteria for determining whether a project’s impacts would have a significant impact on wildfire:

1. If located in or near state responsibility areas or lands classified as VHFHSZ, would the project:
 - a. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
 - b. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
 - c. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes
 - d. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

The methodology used for the following evaluation is based on a review of CAL FIRE’s fire hazard severity zone maps and responsibility areas regarding wildfire conditions in the AMBAG region to determine the potential for implementation of the 2045 MTP/SCS to result in increased wildfire risks. This includes city and county planning documents. This program

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level analysis is based on an overall understanding of the key fire safety concerns that could result from implementation of the 2045 MTP/SCS. The evaluation of wildfire impacts reasonably assumes that the construction and development under the 2045 MTP/SCS would adhere to the latest federal, State, and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

Potential impacts associated with the proposed circulation and emergency access routes for the 2045 MTP/SCS are discussed in Section 4.15, *Transportation*. Impacts associated with impairment of emergency response and evacuation plans and are not discussed further in this section.

b. Project Impacts and Mitigation Measures

The following section describes wildfire impacts associated with the transportation projects and land use scenario included in the 2045 MTP/SCS. Due to the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2045 MTP/SCS could result in the impacts as described in the following section.

Threshold 1: If located in or near state responsibility areas or lands classified as VHFHSZs:

- a) due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
- b) require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
- c) expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes
- d) expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

Impact W-1 **PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE PROJECTS ENVISIONED BY THE 2045 MTP/SCS WOULD BE LOCATED IN OR NEAR AN SRA OR VERY HIGH FIRE HAZARD SEVERITY ZONE, AND SIGNIFICANT RISKS OF LOSS, INJURY, OR DEATH FROM WILDFIRES WOULD OCCUR. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.**

Wildland Fire

As shown in Figure 4.17-1 through Figure 4.17-4, CAL FIRE has mapped much of the AMBAG planning area, including Santa Cruz, Monterey, and San Benito counties as being in SRAs and/or VHFHSZs. The land use scenario envisioned by the 2045 MTP/SCS concentrates the forecasted population and employment growth in urban areas and corridors of the counties, such as incorporated cities, unincorporated towns, and major roadways, where the risk of wildfire is less than in more rural, forested, or mountainous areas where fuels are abundant and emergency response access is restricted. However, some outlying development would still occur, and as evidenced by the 2018 Camp Fire, the 2017 Tubbs Fire in Sonoma and Napa counties, and 2017 Thomas Fire in Ventura and Santa Barbara counties, urban areas are also susceptible to wildfire, despite the lower degree of typical wildfire fuels.

2045 MTP/SCS transportation improvements, including active transportation (e.g., bicycle facilities), roadway improvements, transportation demand management, and transit improvements, would not involve developing residential uses that would include occupants. While some transportation projects may include office or maintenance structures, occupation would be temporary and would not be situated in very high FHSZs. However, not all transportation projects in the 2045 MTP/SCS would occur in urbanized areas, and some projects would inevitably be in areas with an increased risk of wildfires. While transportation projects associated with the 2045 MTP/SCS would improve mobility in the AMBAG region, which could facilitate an expedited evacuation or escape during a wildfire, urban and outlying areas are still at risk from wildfire.

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In addition, other construction activities for transportation and land use projects involving the use of vehicles and heavy machinery could result in the ignition of a wildfire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers, explosives used during site preparation or line spicing, and improper disposal of cigarettes could potentially ignite surrounding vegetation. The use of heavy equipment, such as bulldozers and graders, has the potential to accidentally ignite a fire from sparks created when equipment blades strike rocks or metal objects. If noticed by the equipment operator or other project specific personnel, small ignitions can easily be suppressed by the construction equipment and/or on-site fire watch personnel. A fire could also be started by project personnel improperly disposing of burning cigarettes in areas covered with wildland vegetation and within 50 feet of combustible material storage.

Moreover, if the introduction of invasive, non-native plants is not controlled during construction, a project site could progressively become dominated by non-native plants which tend to increase the frequency and severity of wildfires. Based on recent scientific evidence, it is likely that anthropogenic climate change will continue to chronically enhance the potential for western U.S. forest fire activity when fuels are not limiting. As discussed further in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, increasingly difficult drought conditions and extreme weather events will continue to raise wildfire risk and can result in fast-moving wildfires within the AMBAG region.

New construction would be subject to the latest California Fire Code, which contains safety measures to minimize the threat from wildfires, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. Title 14 of the California Code of Regulations sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards. The codes and regulations would reduce the risk of loss, injury, or death from wildfire for new development envisioned by the 2045 MTP/SCS, but not entirely.

Land use development envisioned in the 2045 MTP/SCS that would be located within or less than two miles¹ from an SRA or very high FHSZs would cause significant wildfire impacts because existing codes and regulations cannot fully prevent wildfires from damaging structures or populations. These projects would increase the exposure of transportation infrastructure to risk of loss or damage from wildfire. Additionally, fire related impacts may extend far beyond the fire footprint as damage to homes, infrastructure, and ecosystems, and diminished air and water quality could all occur. People residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI. Wildfire smoke can be harmful to human health if inhaled.

¹ For the purpose of this analysis, two miles is considered “near” an SRA or very high FHSZ.

However, requirements to adhere to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments would reduce the risk of wildfire for these projects. But even with implementation of these policies and measures, it is not possible to prevent the projects implementing the MTP/SCS from exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be significant.

Exacerbated Fire Risks

Although there are limited instances where the proposed land use pattern and planned transportation investments of the 2045 MTP/SCS may result in growth in or near wildfire prone areas, substantial wildfire-related impacts could still occur. Fire risks are still present despite the limited regional growth within an SRA or Wildland-Urban Interface (WUI) area, and adherence to CBC standards. They include specific standards for construction materials and methods for new buildings located in Fire Hazard Severity Zones within SRAs, Local Agency Very-High Fire Hazard Severity Zones, or WUI Fire Areas mapped by CAL FIRE or the local enforcing agency. These regulations have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction, and development in SRA. Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which are intended to result in development that avoids or minimizes the hazards associated with development including associated infrastructure to roads, fuel breaks, emergency water sources, power lines or other utilities in wildfire-prone areas. Because the 2045 MTP/SCS plans for the construction and maintenance of associated infrastructure and envisions land development within and near these areas, and due to the unpredictable nature of wildfires in California, the 2045 MTP/SCS could exacerbate wildfire risk associated with those activities. Impacts would remain significant.

Global climate change will pose an increasing threat to wildland areas and nearby urban environments. The potential for slope failure and landslides can be exacerbated in these regions in the aftermath of a wildfire, even with adherence to the above cited regulations. Hillsides can become denuded of vegetation and become unstable, increasing the potential for landslide risks and associated hazards downslope from such landslides. Potential impacts related to slope stability and landslides are discussed in Section 4.7, *Geology and Soils*. As discussed therein, stable slope conditions vary depending on location of the project within the region and the potential for substantial landslides was found to be higher in the Santa Lucia Mountain Range and across inland Santa Cruz County, as well as near Hollister, Tres Pinos, Paicines, and other areas with steep topography. Some proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would be located in areas with steep slopes, and would exacerbate risks to people or structures as a result of post-fire slope instability. This impact would be significant.

This same issue applies to runoff and flooding potential after a wildfire with denuded and unstable hillsides. Potential impacts related to flooding, runoff, and drainage are discussed

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in Section 4.10, *Hydrology and Water Quality*. Projects would be required to comply with existing design guidelines and local requirements for post-development peak stormwater flows and Best Management Practices to avoid and/or minimize flooding impacts and impacts to on-site and off-site drainage. Even through adherence to these regulations, impacts associated with exposure of people or structures to downslope or downstream flooding or landslides as a result of runoff due to post-fire slope instability would be significant.

Land use and transportation projects more than two miles from an SRA VHFHSZs would not require mitigation. However, Mitigation Measure WF-1 is provided below to further reduce the risk of wildfire for developments located in proximity to SRA and VHFHSZs.

Mitigation Measure

For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2045 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire, and where feasible and necessary based on project and site specific considerations. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2045 MTP/SCS. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions.

W-1 Wildfire Risk Reduction

If an individual transportation or land use project included in the 2045 MTP/SCS is within or less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildfire include, but are not limited to:

- Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
- Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments.
- Ensure sufficient emergency water supply
- Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.
- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection

agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.

- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.
- Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones

IMPLEMENTING AGENCIES AND TIMING

Implementing agencies for transportation projects are RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects are cities and counties. This mitigation measure shall, or can and should, be applied during permitting and environmental review and implemented during construction and operation, as applicable.

Significance After Mitigation

With implementation of this mitigation, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. These measures would also reduce the potential for construction of 2045 MTP/SCS projects to inadvertently ignite a wildfire. However, it is possible that mitigation measures will not prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. No additional mitigation measures to reduce this impact to less than significant levels are feasible.

c. Specific 2045 MTP/SCS Projects That May Result in Impacts

Table 4.17-1 identifies examples of transportation projects with the potential to cause or contribute to direct or indirect impacts to wildfire such as those discussed above. These projects are representative and were selected based on their potential scope and likelihood to result in the impacts identified above. Additional specific analysis will be required as individual projects are implemented to determine the project specific magnitude of impact. Mitigation discussed above would apply to these specific projects.

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Table 4.17-1 2045 MTP/SCS Projects that May Result in Increased Wildfire Risk

AMBAG ID	Project	Location	Potential Impact
MON-CT022-CT	SR 156 – Corridor Widening Project	Monterey	W-1
MON-CT030-SL	U.S. 101 – Salinas Corridor	Monterey	W-1
MON-CT031-CT	U.S. 101 – South County Frontage Roads	Monterey	W-1
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Monterey	W-1
SB-CT-A01	SR 156 Widening – San Juan Bautista to Union Road	San Benito	W-1
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	San Benito	W-1
SB-CT-A44	Highway 25 Widening, Phase 1	San Benito	W-1
SB-CT-A02	Highway 156/Fairview Road Intersection Improvements	San Benito	W-1
SC-CO-P88-USC	Either Way Lane Bridge Replacement Project	Santa Cruz	W-1
SC-CO-P91-USC	Larkspur Bridge at San Lorenzo River	Santa Cruz	W-1
SC-CT-P48-CT	Hwy 17 Wildlife Habitat Connectivity	Santa Cruz	W-1

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5 MTP Consistency with Other Plans Analysis

The purpose of the 2045 MTP/SCS and county level RTPs is to coordinate and facilitate the planning and programming of transportation facilities and services within the AMBAG region through 2045 in accordance with State and Federal regulations.

The Policy Element of the 2045 MTP/SCS states that AMBAG's goals are to ensure that the transportation system planned for the AMBAG region accomplishes the following:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system
- **Environment.** Promote environmental sustainability and protect the natural environment
- **Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system

In preparation for drafting the 2045 MTP/SCS, AMBAG considered the above referenced strategy areas and goals while collaborating with local jurisdictions to identify a common set of land use PlaceTypes. AMBAG developed the PlaceTypes to provide a common definition of density and character across the 21 jurisdictions in the region. These PlaceType designations are consistent with the general plans for each of the 18 cities and three counties that comprise the AMBAG region and generally match the respective land use policies and objectives contained therein. The PlaceTypes were then used to establish an existing as well as a future land use pattern. The future land use pattern concentrates more growth in commercial and mixed use corridors with high-quality transit rather than in rural areas.

Each of the 18 city and three county general plans include circulation elements that are coordinated and consistent with the respective land use diagrams, goals, policies, and programs. The circulation elements lay out goals, policies and programs describing a broad range of transportation modes and opportunities that, among other things, support the land use goals, policies and programs. The circulation diagrams for the city and county general plans are consistent with the land use diagrams that depict the respective city and county future land use patterns. These circulation diagrams describe the transportation infrastructure requirements necessary to facilitate those growth patterns. The 2045 MTP/SCS is built on and consistent with facilities and infrastructure laid out in the circulation elements of the city and county general plans.

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This EIR qualitatively evaluates local and subregional planning efforts and potential impacts of the 2045 MTP/SCS related to inconsistency with policies pertaining to infrastructure improvements intended to improve the regional transportation system. Specific projects included in the 2045 MTP/SCS that may support and encourage land use changes were identified early in the planning process and were assessed for consistency with the following:

- General Plan policies and development controls that require voter approval (such as those set by initiative);
- General Plan policies and development controls that are based on joint-powers agreements (such as regional open space reserves, buffers between communities, or urban service boundaries and urban limit lines); or
- General Plan policies and development controls reflecting infrastructure or potentially significant environmental constraints.

Local jurisdictions are responsible for adopting land use policies as part of their general and community plans and implementing them through local ordinance. AMBAG has no direct control over local land use planning. Nevertheless, AMBAG makes regional efforts to assist local jurisdictions in aligning local land use policies with the proposed 2045 MTP/SCS. Such programs could assist local jurisdictions via technical support and funding. Examples include but are not limited to: creating economic development forums to address needed increases in jobs; funding transit, bicycle and pedestrian infrastructure that supports the increased use of alternative modes; and working with local jurisdictions to update their general plans with policies that are consistent with the 2045 MTP/SCS where appropriate.

As demonstrated in this section, per *State CEQA Guidelines* Section 15125(d), the 2045 MTP/SCS has no inconsistencies with applicable general plans, regional plans, and specific plans. Consistency with regional plans such as the “AMBAG Blueprint” and General Plans prepared for Monterey, San Benito and Santa Cruz counties is addressed herein. Consistency with transportation planning documents, including regional and local bicycle and pedestrian plans, transit plans and roadway improvement plans are addressed in Section 4.15, *Transportation*, and summarized in this section. In addition, Local Coastal Programs (LCP) consistency is discussed for Monterey and Santa Cruz counties as projects may occur within the coastal zone. As an element of the General Plan, LCPs are intended to demonstrate consistency with the Coastal Act for the portion of the statewide coastal zone located within Monterey County. Each LCP includes both a land use plan (LUP) and an implementation plan (IP) that together distill statewide Coastal Act coastal resource policies to the local level.

No Natural Community Conservation Plans or Habitat Conservation Plans pertain to project areas defined in the 2045 MTP/SCS, as described in Section 4.4, *Biological Resources*.

5.1 Monterey County General Plan/Local Coastal Program

The Monterey County 2010 General Plan (Monterey County 2010) includes policies that address the existing and future land use for rural areas within the County that are used

predominately for agricultural purposes as well as developed areas within incorporated cities and unincorporated communities. One of the land use planning challenges within Monterey County is that higher quality farmlands are in the valleys where cities have also been established. On the other hand, foothills lining the valleys have unique scenic and environmental characteristics. These conditions require goals and policy statements that strike a balance between providing for growth and development while preserving significant resources countywide.

Monterey County's Land Use Element establishes policies to designate the general distribution and intensity of residential, commercial, industrial, agricultural, public facilities and open space uses. The primary vision of this Element is to create a general framework that encourages growth within or near developed/developing areas to reduce impacts to agricultural production and natural resources, and to avoid impacting public services that currently serve these areas. Areas where development is encouraged include incorporated cities and designated community areas where existing services are available. These areas are subject to additional planning by each incorporated city and within community plans/specific plans adopted by the Board of Supervisors for unincorporated community areas.

The proposed 2045 MTP/SCS encourages urban infill and transit oriented development (TOD) development and the development of transportation infrastructure that would support these uses, as well the overall efficiency of the existing regional transportation network. Projects identified by TAMC that comprise the RTP for Monterey County emphasize improving existing highway infrastructure, transit services, and related measures that focus potential impacts within existing urbanized areas. This is consistent with Land Use Element policies that avoid or reduce impacts to agricultural production, natural resources, and existing public services within rural areas of Monterey County.

The coastal zone within Monterey County is divided into four ~~LUPs~~ LCP segments: North County, Del Monte Forest, Carmel Area, and Big Sur Coast. The Monterey County LCP consists of four Land Use Plan (LUP) documents, one for each segment, and the Coastal Implementation Plan, which includes regulations for development in each planning area, zoning ordinances, and maps and appendices. Projects in the 2045 MTP/SCS within the Monterey County coastal zone that support or facilitate coastal access while meeting other provides of the Coastal Act would be consistent with the Monterey County LCP. must be consistent with the policies of the Monterey County LCP in order to receive a Coastal Development Permit. ~~The four LUPs are integrated into the 1982 County General Plan and remain in effect. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the 1982 and 2010 County General Plans and is therefore consistent with the LUPs.~~ Projects occurring within the Monterey County coastal zone would be evaluated for consistency with ~~the LUPs~~ LCP policies as part of the project specific environmental review (Monterey County, 1982 and 2010).

5.2 San Benito County General Plan

The San Benito County Board of Supervisors adopted the 2035 General Plan in 2015. The San Benito County 2035 General Plan (San Benito County 2015) includes policy statements that

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address sustainability, environmental protection and economic growth and diversification. The plan was developed in part by input received by stakeholders including residents, businesses, land owners and decision-makers. The Vision and Guiding Principles chapter of the General Plan update identify the following objectives as they relate to land use and community character:

1. Encourage new growth in existing unincorporated communities, new communities, or clustered developments to preserve prime farmland and rangeland, protect natural habitats, and reduce the financial, social and environmental impacts of urban sprawl.
2. Ensure that there is a mix of residential, commercial, employment, park, open space, school and public land uses to create a sense of place by supporting condensed, pedestrian accessible and transit oriented development.
3. Promote higher residential densities in existing unincorporated urban areas and new communities while encouraging mixed use development.
4. Ensure new development complements and preserves the unique character and beauty of San Benito County.
5. Establish defined boundaries to separate cities and unincorporated communities from prime agricultural land and important natural resources, using such features as agriculture buffers, greenbelts, open space and parks.

The 2045 MTP/SCS is consistent with the land use objectives as it encourages urban infill, high residential densities, and TOD within existing urban centers. Because the 2045 MTP/SCS is focused in part on projects within existing urban infill areas, it supports policies within the San Benito County General Plan that are intended to preserve prime farmland and rangeland; protect natural habitats; and provide a mix of urban development areas that support pedestrian accessibility and transit oriented development.

5.3 Santa Cruz County General Plan/Local Coastal Plan

The Santa Cruz County General Plan/Local Coastal Plan (Santa Cruz County 1994) was adopted by the City of Santa Cruz Planning and Community Development Department in 1994. The Plan goals, policies, programs, resource and constraint mapping, along with county implementing ordinances, determine the location and pace of urban development. The intent is to regulate the quality of development and control the pace of development consistent with the availability of public services while protecting the natural resources that maintain and enhance the county's unique environment.

A basic land use policy of the Santa Cruz County General Plan focuses on separating urban and rural areas. This Urban/Rural Boundary – which is defined in the General Plan according to the Urban Services Line (USL) and the Rural Services Line (RSL) established around each incorporated city – encourages new development within existing urban areas while preserving agricultural land and natural resources in the rural areas.

Within Santa Cruz County, there are existing enclaves in rural areas which are developed at urban densities. Generally, these enclave boundaries are defined by an RSL. Some urban services are available within these areas. County policy allows the provision of full urban services, including public sanitation facilities, to serve these communities. In areas outside of the USL or beyond the RSL established for these enclave areas, the "Rural Density Matrix" provides for parcel-specific determination of allowable densities based on the availability of services, environmental and site specific constraints and resource protection factors required by the Growth Management System and the General Plan and LCP Land Use Plan.

Because commute patterns can have a negative impact on traffic, energy consumption, air quality and related environmental resources, the relationship between jobs and housing is an important topic in the Santa Cruz County General Plan. The General Plan recognizes the various types of commute behavior and includes policies to provide adequate housing opportunities and encourage an employment base that supports a diversity of income levels.

The 2045 MTP/SCS is generally consistent with the broad goals and policies of the Santa Cruz County General Plan/LCP in that both clearly support focused development within existing urban boundaries to preserve natural habitats and agricultural resources. Further, both documents address the importance of maintaining a job/housing balance by, in part, diversifying transportation options as well as supporting efforts focused on reducing regional traffic congestion. ~~The Santa Cruz County LCP is integrated into the County General Plan. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the County General Plan and is therefore consistent with the LCP.~~ Projects in the 2045 MTP/SCS within the Santa Cruz County coastal zone must be consistent with the policies of the Santa Cruz County LCP in order to receive a Coastal Development Permit. Projects within the Santa Cruz County coastal zone will be evaluated for consistency with LCP policies as part of the project specific review.

5.4 AMBAG Region Transit Agency Plans

5.4.1 Monterey-Salinas Transit Business Plan and Short Range Transit Plan

Last adopted in 2005, the *Business Plan and Short Range Transit Plan* is Monterey-Salinas Transit's (MST) primary planning document (MST 2005). The Plan describes the role of public transit in the community including ongoing and anticipated service needs throughout the existing service area as well as in new growth areas that will need transit service in the coming years.

The MST *Business Plan and Short Range Transit Plan* uses two separate systems for performance measurement: one for the Fixed-Route System, and the second for MST RIDES Paratransit. Performance measures for the Fixed-Route System look at various factors of ridership (total customer boardings, ridership per vehicle revenue hour and utilization of lines), service delivery (increased customer satisfaction, strengthen employee developments and satisfaction, enhance support by MST members and other stakeholder, and operate safely, effectively and efficiently), and special services (the MST Trolley—Waterfront Visitors Express, Laguna Seca lines, supplemental service for community events, limited charter

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service for special events, and ADA compliance and accommodations). Performance measures for MST RIDES Paratransit program uses an evaluation system of 20 performance measures to support the MST's mission statement, which focuses on "increase customer satisfaction" and "operate safely, effectively and efficiently." These 20 performance measures fall into categories of input (resources: operating expenses, employees), output (service produced: vehicle revenue hours, vehicle revenue miles), end product (service consumed: passengers, passenger revenue), efficiency (input vs. output), service effectiveness (output vs. end product), cost effectiveness (input vs. end product), service quality (miles/road call, accidents per 10,000 miles) and customer satisfaction (telephone and letter).

As part of pandemic recovery efforts, MST is carrying out a Comprehensive Operational Analysis (COA) to redesign the bus network (MST 2020b). This is an opportunity to evaluate what goals MST should be serving, how the MST services are performing, and where and how often the bus should run. The pandemic decreased ridership approximately 64 percent from 2019 to 2020. The COA will decide what changes need to be made based on ridership vs. coverage and needs-based vs. population-based. MST staff and consultants will be responsible for developing the network plan, with the benefit of public input to guide them.

Access to transit service and overall performance of the transit systems would improve with implementation of the 2045 MTP/SCS and related projects. The 2045 MTP/SCS includes projects in Monterey County that would address transit operations, rehabilitation of existing facilities, improvements to Americans with Disabilities Act (ADA) service, and infrastructure and other benefits including replacement of existing buses and related equipment. Examples of specific projects within the 2045 MTP/SCS that would meet some of these needs include service expansions to Salinas (MON-MST008-MST, MON-MST011-MST), increased frequency of various transit lines (MON-MST018-MST), improvements of the Salinas ITC station (MON-SNS120-SL), and countywide support for ADA services (MON-TAMC012-TAMC). As discussed, the 2045 MTP/SCS contains the TAMC RTP, which was developed in consultation with MST. Thus, the 2045 MTP/SCS would be consistent with the current *Business Plan and Short Range Transit Plan* (MST 2005).

5.4.2 MST COVID-19 Recovery Plan

The MST COVID-19 Recovery Plan was adopted in September 2020 (MST 2020a). Due to the COVID-19 pandemic, this document was created to detail Monterey-Salinas Transit's efforts to assist in restoration, redevelopment and revitalization of the health, social, economic, natural, and environmental fabric of the AMBAG region. MST sustained a dramatic loss in ridership on its fixed route and public dial-a-ride services during the pandemic. At the lowest point, weekly passenger boardings fell by approximately 80 percent following Monterey County's March 18, 2020 Shelter-in-Place order. The recovery plan attempts to provide integrated perspective across the emergency response phases of Prevention, Protection, Mitigation, Response, and Recovery to achieve unity of effort and make the most effective use of limited resources.

As described in Section 4.15, *Transportation*, the 2045 MTP/SCS transit projects include increasing bus capacity and lanes such as along E. Alisal Street in the City of Salinas and increasing the frequency of some bus line services. The 2045 MTP/SCS projects also include bus maintenance and preventative maintenance, which would help ensure reliability of the MST bus fleet and minimize the potential for transit disruptions due to equipment failure. These types of projects and improvements would improve conditions for bus operations in the region. As such, the 2045 MTP/SCS would not conflict with the MST COVID-19 Recover Plan.

5.4.3 Santa Cruz METRO Short-Range Transit Plan

The Santa Cruz METRO *2013 Short-Range Transit Plan* update was adopted in May 2014. This update includes an assessment of the strengths and weaknesses of the existing service design for both fixed-route and ParaCruz services; a forecast of future financial and capital needs; and an updated marketing plan. Regarding existing service, the Plan notes that Santa Cruz METRO has an excellent route system with heavy ridership. Several recommendations are included that build upon the success of the current system and focus on the use of existing resources to simplify services. These include the following:

- Simplifying service frequencies between downtown Santa Cruz and UCSC;
- Improving speed for more riders in the Watsonville – Cabrillo corridor;
- Consolidating routes to simplify service in Santa Cruz and Mid-County; and
- Creating Transit Emphasis Corridors where service frequencies are at least every 15 minutes during peak times and capital enhancements can be prioritized.

The Santa Cruz METRO fixed route and ParaCruz each have their own measures for performance. For the 33 fixed-route bus lines, which includes four transit centers in the Santa Cruz area, measures tracked weekday and weekend services for the following: total annual ridership by route, averages for number of boardings, daily hours of revenue service, daily trips, daily vehicle miles, boardings per revenue hour, boardings per trip, boardings per mile and on-time performance. These factors are used to calculate productivity of the overall system. METRO ParaCruz tracks operating trends and performance indicators. Operating trends include ridership numbers, revenue hours, revenue miles. Performance indicators are measured by cost effectiveness (operating cost per passenger, farebox recovery ratio, average revenue per passenger, average subsidy per passenger) and service efficiency (passengers per revenue hour and passengers per revenue mile).

As shown in the performance measures developed for the 2045 MTP/SCS, access to transit service and overall performance of the transit systems would improve with implementation of the 2045 MTP/SCS and related projects. Specific projects within the 2045 MTP/SCS that would expand transit service include such projects as SC-MTD-P12-MTD and SC-MTD-P14-MTD, which expand Highway 17 service and local transit service, addressing recommendations made in the short-range plan to expand regional transit operations. Projects also include improved access to UCSC, including operation of the campus shuttle service and Night Owl (SC-UC-P74-UC), programs encouraging sustainable commutes to the

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campus (SC-UC-P63-UC, UCSC Vanpool Program; SC-UC-P69-UC, and the UCSC Commute Counseling Program; SC-UC-P70-UC, UCSC Commuter Incentive Programs). Based on these findings, the 2045 MTP/SCS would be consistent with the Santa Cruz METRO *2013 Short-Range Transit Plan* (METRO 2014).

5.4.4 San Benito County Local Transportation Authority Short- and Long-Range Transit Plan

The San Benito County Local Transportation Authority (LTA) adopted *Future Horizons for San Benito County: Short- and Long-Range Transit Plan* in 2016 (LTA 2016). The 2016 Plan provides an evaluation of local fixed route service, intercounty service, and demand response services, as well as an alternatives analysis.

The vision for public transportation in San Benito County is characterized by:

1. Ridership growth;
2. Sustainable, sufficient funding;
3. Reliable, efficient, affordable transportation;
4. Multimodal, sustainable TOD;
5. Positive economic impact in the community; and
6. Healthy environment with improved air quality and reduced congestion.

The focus of the long-range portion of the Plan is to “establish goals and projects for transit growth which connects land use and transportation strategies. The LRTP shall also meet legal mandates for planning and programming set by SB 375.”

The San Benito LTA uses a Performance Measurement system to identify service issues or service needs, with data is collected in relation the LTA’s Mission, Vision, and the eight guiding principles. The Plan provides a detailed table organized by goal, objective, measure, service, proposed standard and actual performance. The objectives and their measures include:

- Safe Transit Service (miles between preventable accidents, miles between passenger injuries, on the job injuries, drug and alcohol testing program);
- Productive service (passengers per vehicle revenue hour, by service type);
- Reliable transit service (on-time performance, missed trips);
- Effective service (cost per passenger, by service type);
- Affordable service (fare increases);
- Increase use of transit (ridership growth, by type of service);
- Accessibility (frequency of service, coverage, service to key destinations, transfer wait time, new service ridership projections, special services for difficult to service populations);
- High customer satisfaction (ratings, complaints);

- Cost effective use of technology (cost/benefit/urgency analysis);
- Accountability and transparency (performance reporting, financial);
- Leadership with partners, businesses, employers and the community (contacts/meetings per year, community association membership and attendance, industry association membership and attendance, participation in community events);
- Accessibility (annual marketing plan, marketing cost per operating costs, public participation program);
- Staff and drivers project positive quality image (driver turnover rates, hours of sensitivity and customer service training per employee);
- Accurate transit information on a timely basis through multiple channels (onboard, signage and web updates);
- Cost effective service (cost per vehicle service hour, cost per vehicle service mile);
- Use of public funding efficiently (subsidy per passenger, farebox recovery);
- Budget (annual budget, maintain budget);
- Partnerships with cities and counties (as required)

As demonstrated in the performance measures developed for the 2045 MTP/SCS, access to transit service and overall performance of the transit systems would improve with implementation of the 2045 MTP/SCS and related projects. The 2045 MTP/SCS includes projects in San Benito County that would in part address needs identified in the short-range transit plan, such as greater connectivity throughout the region, with improved bus rapid transit and rail passenger service in key corridors to meet the need for service to and from Santa Cruz County (for jobs and activities in the cities of Watsonville and Santa Cruz, UC Santa Cruz and various recreation areas along the coastline), and meet the need for service into Monterey County (for destinations such as CSUMB, and the cities of Salinas and Monterey, and other areas served by Monterey-Salinas Transit). Based on these findings, the 2045 MTP/SCS would be considered consistent with the Short- and Long-Range Transit Plan (LTA 2016).

5.5 Local Agency Formation Commissions

Monterey, San Benito, and Santa Cruz counties each have a Local Agency Formation Commission (LAFCO). LAFCOs are independent countywide bodies created pursuant to State law that make decisions about the boundaries of and services provided by cities and special districts, as governed by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et seq.). Statutory purposes of LAFCOs are to encourage the orderly formation and development of local governments, preserve agricultural and open space lands, discourage urban sprawl, and ensure the efficient delivery of government services.

As regulatory agencies, LAFCOs may approve the formation of new cities and special districts, approve changes in boundaries (e.g., annexations, consolidations, mergers, dissolutions), and may allow cities or special districts to provide services outside their boundaries. LAFCOs

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establish and periodically update the spheres of influence of each city and district, and may initiate proposals to change boundaries based upon the Spheres of Influence or special studies. LAFCOs are also required to prepare Municipal Service Reviews (MSRs) for every city and special district in their jurisdiction that demonstrate the capacity of each organization to provide adequate facilities and services. The MSRs must then be updated every five years. LAFCOs implement the Cortese-Knox-Hertzberg Local Government Reorganization Act, CEQA, open meeting laws, the Revenue and Taxation Code and local policies and procedures.

The transportation projects and land use scenario comprising the 2045 MTP/SCS were developed in consultation with municipalities and other sponsoring agencies within Monterey, San Benito, and Santa Cruz counties, and were coordinated with city and county general plan land use diagrams. The city general plan land use diagrams identify the city spheres of influence (SOI) and confine proposed land uses within their SOIs. County general plan land use diagrams depict land use in unincorporated areas, some of which include areas within city SOIs that has not yet been annexed. County land use diagrams typically show agricultural or open space designations for these areas and presume that any new urban development will occur following annexation. The county general plans include policies that direct urban growth to within city SOIs. The 2045 MTP/SCS is therefore consistent with and supports city and county policy and programs related to existing and potential future SOIs that effect the location and pace of growth and development in the region, and is consistent with the respective city SOIs.

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6 Other Statutory Considerations

This section discusses growth-inducing impacts, irreversible environmental impacts and significant and unavoidable impacts that would be caused by the proposed project.

6.1 Growth Inducing Impacts

Section 15126.2(e) of the *State CEQA Guidelines* requires a discussion of a proposed project's potential to induce growth. Specifically, an EIR must discuss the ways in which the proposed project could foster economic or population growth. Included in this category are projects that would remove obstacles to population growth. In addition, the EIR must discuss how the project may encourage and/or facilitate other activities that could significantly affect the environment. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

6.1.1 Employment, Household and Population Growth

According to the AMBAG 2022 Regional Growth Forecast, population in the AMBAG region is projected to grow from 774,729 in 2020 to 869,776 by 2045; an increase of approximately 13 percent. Employment within the region is projected to grow by approximately 36,544 jobs over the same period, an increase of approximately 17 percent. As discussed in Section 4.13, *Population and Housing*, the proposed projects implementing the 2045 MTP/SCS are designed and intended to accommodate projected growth up to the year 2045. The projects under the 2045 MTP/SCS would be phased to respond to growth as it occurs under adopted local general plans. As a result, the 2045 MTP/SCS would not directly induce growth beyond that projected by 2045 and anticipated in local general plans; rather, it is intended to accommodate growth in a way that will help meet objectives described in Chapter 4, *Sustainable Community Strategy* (SCS), of the proposed MTP/SCS.

Employment, population, and household growth would occur within the AMBAG region regardless of whether the 2045 MTP/SCS is implemented. The land use scenario envisioned by the 2045 MTP/SCS would emphasize the development of infill and transit oriented development (TOD) projects within existing urbanized areas; and therefore, may redistribute growth patterns. The location of infill and TOD projects would generally be on properties that have been identified as vacant or underutilized within applicable local jurisdictions. Infill and TOD projects would not necessarily result in significant new population growth within these jurisdictions; rather the 2045 MTP/SCS would accommodate anticipated growth and concentrate it within existing urban cores instead of on the periphery of urban areas or within rural or semi-rural areas. Therefore, direct growth-inducing population growth impacts would be less than significant.

Implementation of the 2045 MTP/SCS would create short-term economic growth in the region via construction-related job opportunities. Implementation of the 2045 MTP/SCS would also generate additional employment opportunities for roadway, vehicle, and

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landscape maintenance and transportation facility clean-up. The employment increase may subsequently increase the demand for support services and utilities, which could generate secondary employment opportunities. This additional economic growth would likely raise the existing revenue base within the region. Although such growth may incrementally increase economic activity in the county, significant physical effects are not likely to result from economic growth generated by the 2045 MTP/SCS.

Furthermore, while development envisioned as part of the 2045 MTP/SCS could result in additional commerce, industry, recreation, public services, and infrastructure throughout the region, this economic activity would be consistent with the AMBAG 2022 Regional Growth Forecast and local general plans. Forecasted growth would be accommodated under the proposed 2045 MTP/SCS; therefore, the Plan would not be growth inducing, but rather it reflects the regulatory mandate to house the forecasted population.

The 2045 MTP/SCS was developed to integrate forecasted population increases, employment opportunities, and housing needs within the AMBAG area. Therefore, the 2045 MTP/SCS is designed to accommodate growth that would occur with or without its adoption; it is not designed, nor is it anticipated to, drive further population growth beyond the levels forecasted.

6.1.2 Removal of Obstacles to Growth

The majority of 2045 MTP/SCS transportation improvements are in existing urbanized areas such as Salinas, Monterey, Hollister, and Santa Cruz; however, projects are also located in rural or semi-rural areas. Such transportation improvements can remove an obstacle to growth by either creating additional roadway capacity (in the case of road widening projects) or providing new or better access to undeveloped areas (in the case of road extensions). New infrastructure may also serve to accelerate or shift planned growth or encourage and intensify unplanned growth. These transportation network improvements would remove obstacles to growth in some areas of the region, which would support additional housing, population, and economic growth, and therefore could be considered growth inducing.

However, the 2045 MTP/SCS transportation improvements are designed to fully support compact development approach outlined in Chapter 4, *Sustainable Community Strategy*, of the 2045 MTP/SCS and fully support the complementary transportation needs of the growing population. The SCS is designed to accommodate growth by encouraging infill and TOD development. The 2045 MTP/SCS transportation improvement projects are intended and designed to support the land use projects established in the SCS. Therefore, the 2045 MTP/SCS is consistent with projected and planned growth. Further, all transportation improvement projects are anticipated by the general plans of the applicable local jurisdictions, as all improvements have been coordinated with the applicable local jurisdiction.

6.2 Irreversible Effects

Section 15126.2(d) of the CEQA Guidelines requires a discussion of significant irreversible environmental changes that could result from implementation of a proposed project. These may include current or future uses of nonrenewable resources and secondary or growth-inducing impacts that commit future generations to similar uses. CEQA requires that irretrievable commitments of resources be evaluated to ensure that such current consumption is justified.

Many of the adverse impacts that could occur from implementation of the 2045 MTP/SCS are short-term in nature resulting primarily from construction of the proposed transportation projects, urban infill, and TOD projects. Typical construction-related impacts can involve the following issues: noise, air quality, aesthetics, and construction-related erosion and associated water quality impacts. In addition, though such materials would not be used in a wasteful manner, all construction activity would involve the use of non-renewable energy sources, potable water and building materials (see Section 4.6, *Energy*). The use of these resources during construction would increase demand and impact supplies across the AMBAG region.

Long-term irreversible environmental impacts are associated with increased asphalt or concrete paving and related direct and cumulative impacts to geology/soils, biological and cultural resources (historic resources); transportation; and hydrology/water quality, as discussed in their respective sections of this EIR. In addition, the 2045 MTP/SCS would result in an overall increase in the urbanized character of the region. This would increase demand for potable water, electricity, and other resources in urban areas. The supply versus demand for these resources is evaluated by service/utility providers; thus, impacts would be determined during project specific review and as part of the overall planning process addressing regional growth. Mitigation measures have been prescribed to minimize these impacts. However, in certain instances, as discussed in Section 6.3 below, impacts could remain significant with implementation of mitigation measures. Irreversible effects associated with the projected change in land use and transportation projects in the 2045 MTP/SCS would include those described below. The following issues are addressed in environmental resource sections of Section 4, as noted:

- Conversion of agricultural lands, habitat areas, or other undeveloped lands into developed land or transportation uses (see Section 4.2, *Agricultural and Forestry Resources*, and Section 4.4, *Biological Resources*)
- Degradation of ambient air quality through the increase of harmful particulate matter as a result of an increase in PM₁₀ and toxic air contaminant emissions (see Section 4.3, *Air Quality and Health Impacts/Risks*)
- Consumption of significant amounts of nonrenewable energy for construction and operation of new development, infrastructure, or transportation improvements (see Section 4.6, *Energy*, and Section 4.8, *Greenhouse Gas Emissions/Climate Change*)

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- Use of building materials, fossil fuels, and other resources for construction and operation of new development or transportation projects (see Section 4.8, *Greenhouse Gas Emissions/Climate Change*)
- GHG emissions would contribute to global climate change (see Section 4.8, *Greenhouse Gas Emissions/Climate Change*)

6.3 List of Significant and Unavoidable Impacts

Significant and unavoidable impacts are those that cannot be mitigated to a less than significant level. Section 4 of this EIR identifies significant and unavoidable impacts of the 2045 MTP/SCS. (Significant and unavoidable cumulative impacts are identified in Section 6.4.) As described therein, many impacts identified as significant could be reduced to a less than significant level, but only with adoption of mitigation measures that are outside the control of AMBAG and that may not be feasible for every project. The following are the impacts identified as significant and unavoidable, listed by technical section and impact number.

- Impact AES-1: public views of scenic vistas and designated scenic corridors
- Impact AES-2: degradation of existing visual character
- Impact AES-3: create a new source of substantial light or glare
- Impact AG-1: conversion of Important Farmland to nonagricultural use
- Impact AQ-2: fugitive dust and ozone precursor emissions during construction
- Impact AQ-3: increased PM10 emissions compared to 2020 baseline conditions
- Impact AQ-4: increased VMT and particulate emissions
- Impact AQ-5: exposure of sensitive receptors to substantial hazardous air pollutant concentrations
- Impact BIO-1: substantial adverse impacts on special status plant and animal species
- Impact BIO-2: substantial adverse impacts on sensitive habitats, including federally protected wetlands
- Impact BIO-3: interference with wildlife movement
- Impact CR-1: disturbance of known or unknown historical resources
- Impact CR-2: disturbance of known and unknown archeological resources
- Impact GEO-5: disturbance of known and unknown paleontological resources
- Impact GHG-1: generate temporary short-term GHG emissions
- Impact GHG-4: conflict with the state's ability to achieve SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals
- Impact HAZ-3: be located on a hazardous materials site
- Impact N-1: temporary noise and vibration level increases above applicable thresholds
- Impact N-2: exposure to excessive vibration levels during construction activities

- Impact N-3: exposure of existing and future sensitive receptors to significant mobile source noise levels
- Impact N-4: placement of sensitive receptors in areas with unacceptable noise levels
- Impact N-5: exposure of sensitive receptors and fragile buildings to excessive vibration levels
- Impact N-6: exposure of people residing or working within two miles of a public airport or public use airport to excessive noise levels
- Impact PSU-1: adverse physical impacts from new or expanded facilities
- Impact PSU-3: substantial physical deterioration of parks and recreational facilities
- Impact PSU-4: increased demand for new or expanded utilities facilities
- Impact PSU-5: increased solid waste generation beyond regional facility capacities
- Impact PSU-7: increased water demand potentially requiring new or expanded water supplies, entitlements, or facilities
- Impact T-2: increased daily VMT between the baseline 2020 conditions and 2045 conditions
- Impact TCR-1: substantial adverse change in the significance of a tribal cultural resource
- Impact W-1: exposure of people or structures to significant risks related to wildland fires and fire-related hazards

6.4 Cumulative Impacts

This section discusses the cumulative impacts of the 2045 MTP/SCS. CEQA Guidelines Section 15355 defines a cumulative impact as one in which two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or several separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines Section 15130 describes the requirements for the discussion of cumulative impacts in an EIR. It states that an EIR will discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. The discussion will reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the impacts attributable to the project alone. In addition, the CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of appropriate mitigation.

The geographic scope defines the geographic area within which a proposed project and related projects may contribute to a specific cumulative impact. The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being

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analyzed. The geographic scope for each environmental issue analyzed in this EIR is identified in Table 6-2.

CEQA Guidelines Section 15130(b) presents two possible approaches for analyzing cumulative impacts:

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

For the purposes of this cumulative analysis, the discussion identifies how impacts of the 2045 MTP/SCS could add to impacts of other regional-scale projects. The cumulative impact analysis area is the tri-County AMBAG region and the adjoining counties of San Mateo, Santa Clara, Merced, Fresno, Kings, Kern, and San Luis Obispo. The approach to cumulative analysis is described in detail in the following section.

6.4.1 Approach for Cumulative Analysis

CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable, or which can compound or increase other environmental impacts.” Section 15130 of the *State CEQA Guidelines* requires that an EIR evaluate environmental impacts that are individually limited but cumulatively considerable. These impacts can result from the proposed project alone, or together with other projects. The *State CEQA Guidelines* state: “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects” (*State CEQA Guidelines*, Section 15355). A cumulative impact of concern under CEQA occurs when the net result of combined individual impacts compounds or increases other overall environmental impacts (*State CEQA Guidelines*, Section 15355). In other words, cumulative impacts can result from individually minor but collectively significant projects taking place over time. CEQA does not require an analysis of incremental effects that are not cumulatively considerable nor is there a requirement to discuss impacts which do not result in part from the project evaluated in the EIR.

a. Cumulative Impact Methodology

The 2045 MTP/SCS addresses cumulative conditions within the AMBAG region by design. The Plan area is comprised of 3.3 million acres and includes three counties and 18 cities. It

integrates transportation investments with land use strategies for an entire region of the state that shares, or is connected by, common economic, social, and environmental characteristics. As such, the regional environmental analysis of the 2045 MTP/SCS presented throughout this ~~Draft~~ EIR is essentially a cumulative analysis consistent with CEQA requirements. Furthermore, this ~~Draft~~ EIR contains detailed analysis of regional (cumulative) impacts, which are differentiated from localized impacts that may occur at the county level.

The geographic scope defines the geographic area within which a proposed project and related projects may contribute to a specific cumulative impact. The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. The geographic scope for each environmental issue analyzed in this EIR is identified in ~~Table 6-1~~ Table 6-2.

When evaluating cumulative impacts, CEQA allows the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document, or a combination of the two approaches. The cumulative analysis presented below primarily uses a projections-based approach, with additional consideration of specific large-scale projects consistent with a list approach [see *State CEQA Guidelines* Section 15130(B)(1)]. Under the projections-based approach, land use and growth projections for the region, which are the subject of analysis throughout this ~~Draft~~ EIR, are combined with the growth projections for the adjoining counties. Adjoining counties are listed as follows:

- a. **San Mateo County.** San Mateo County is located north of the Plan area, north of Santa Cruz County along the Pacific coast. San Mateo County encompasses a major portion of the San Francisco Peninsula, covering approximately 554 square miles, including 106 square miles of inland waters and San Francisco Bay tidal areas. The eastern (bayside) portion of the County is comprised of dense urban development, while the western (coast side) is largely undeveloped except for small rural centers (San Mateo County 1986).
- b. **Santa Clara County.** Santa Clara County is located northeast of the Plan area, east of Santa Cruz County and north of San Benito County. The County, which encompasses 1,300 square miles, is a major employment center for the region, providing more than 25 percent of all jobs in the Bay Area. The northern portion of the County is extensively urbanized, while the southern portion of the County is predominantly rural (Santa Clara County 1994).
- c. **Merced County.** Merced County is located east of the northern portion of the Plan area, east of San Benito County. Merced County encompasses 1,980 square miles, 98 percent of which is unincorporated and sparsely populated (Merced County 2013).
- d. **Fresno County.** Fresno County is located east of the Plan area, east of San Benito and Monterey counties. The County contains substantial amounts of agricultural land. However, the Fresno/Clovis metropolitan area is one of the most populous in the state with almost 500,000 residents (Fresno County 2000).
- e. **Kings County.** Kings County is located east of the Plan area, east of the southern portion of Monterey County. Kings County is a predominantly agricultural-based County, with

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90.2 percent of all land devoted to agricultural uses, with population centered in the cities of Avenal, Corcoran, Hanford and Lemoore (Kings County 2010).

- f. **Kern County.** Kern County is located southeast of the Plan area, southeast of the southeastern-most corner of Monterey County. Kern County is California's third largest county in land area, encompassing 8,202 square miles. The County includes 11 incorporated cities, with Bakersfield as the city with the largest population. The remainder of the County is generally characterized as rural (Kern County 2004).
- g. **San Luis Obispo County.** San Luis Obispo County is located south of the Plan area, south of Monterey County. The County is largely agricultural, with population concentrated in four regions: North County, North Coast, San Luis Obispo, and South County (San Luis Obispo County 2015).

As shown in Table 6-1, the population for the combined AMBAG region and adjoining counties is projected to increase from just under 6.2 million people in 2020 to approximately 7.1 million people by 2045.

Table 6-1 Population, Households and Employment Projections of Cumulative Impact Analysis Area, 2020-2045

Adjoining County	Acreage¹	Population² 2020	Population² 2045	Households² 2020	Households² 2045	Jobs² 2020	Jobs² 2045
Fresno	3,816,320	1,030,895	1,238,725	307,900	377,700	375,500	440,500
Kern	5,210,240	925,623	1,136,321	270,300	327,500	295,900	362,200
Kings	890,240	154,441	181,087	44,100	55,300	46,000	55,300
Merced	1,234,560	286,794	369,750	80,600	103,800	78,400	90,100
San Luis Obispo	2,114,560	278,746	278,569	108,400	124,000	109,000	133,000
San Mateo	287,360	779,045	830,498	267,000	300,400	371,500	447,300
Santa Clara	826,240	1,967,525	2,226,862	645,300	744,500	1,050,700	1,278,400
AMBAG Region ³	3,273,600	774,729	869,776	243,863	276,730	406,280	442,824
Total	17,653,120	6,197,798	7,131,588	1,967,463	2,309,930	2,733,280	3,249,624

¹ Caltrans 2015

² Caltrans 2020

³ AMBAG 2021

As shown in ~~Table 6-2~~ Table 6-1, in the cumulative impact analysis area the AMBAG region comprises approximately 12.5 percent of the existing population, 12.4 percent of the existing number of households and 14.9 percent of the existing number of jobs and approximately 18.5 percent of the total acreage. By 2045, this proportion is expected to remain relatively similar (12.1 percent of the population, 12.0 percent of households and 13.6 percent of jobs). Thus, under both current and forecasted future conditions, the AMBAG region represents a relatively small portion of the growth in the cumulative analysis impact area.

Table 6-2 Cumulative Impact Analysis Geographic Scope

Resource Area	AMBAG Region	Adjacent Jurisdictions (San Mateo, Santa Clara, Merced, Fresno, Kings, Kern, and San Luis Obispo Counties)	State of California
Aesthetics and Visual Resources	X	X	
Agriculture and Forestry Resources	X	X	
Air Quality and Health Impacts/Risks	X	X	
Biological Resources	X	X	
Cultural Resources	X	X	
Energy	X	X	X
Geology and Soils	X	X	
Greenhouse Gas Emissions/Climate Change	X	X	X
Hazards and Hazardous Materials	X	X	
Hydrology, Water Quality, and Water Supply	X	X	
Land Use	X	X	
Noise	X	X	
Population and Housing	X	X	
Public Services, Recreation, and Utilities	X	X	
Transportation	X	X	
Tribal Cultural Resources	X	X	
Wildfire	X	X	

In addition to the projections described above for the cumulative impact analysis area, this analysis considers specific large-scale projects consistent with a list approach. These cumulative projects include colleges and universities with a population of over 10,000 for the ten-county area. Long-range development plans (LRDPs) for public colleges and universities undergo a separate projection of future growth that is not automatically accounted for in the RTP or General Plan processes. As such, they are considered projects for the purpose of this cumulative analysis. An example is additional development on the University of California (UC) Santa Cruz campus. The UC Santa Cruz 2021 Long Range Development Plan envisions the addition 8,500 students through 2040, which would bring total student enrollment to

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28,000. This would be a 43 percent increase in total student enrollment, which is currently approximately 19,500 students. The 2021 Long Range Development Plan also plans for corresponding increases in faculty and staff and physical space to accommodate this growth. The faculty and staff size would increase by 2,200 people, bring total employee number at UC Santa Cruz to 5,000 by 2040 (University of California Santa Cruz 2021). In addition to campus projects, cumulative projects would also include large military facilities, both inside and outside the AMBAG region, such as U.S. Army Garrison Presidio of Monterey, Fort Hunter Liggett, and Naval Air Station Lemoore. These projects are considered in combination with the projections for the ten-county area in this cumulative analysis.

6.4.2 Cumulative Impacts Analysis

a. Aesthetics and Visual Resources

Some types of impacts to aesthetic resources are localized and not cumulative in nature. For example, the creation of glare or shadows at one location is not worsened by glare or shadows created at another location. Rather these effects are independent and the determination as to whether they are adverse is specific to the project and location where they are created. Projects that block a view or affect the visual quality of a site also result in localized impacts. The impact occurs specific to a site or area and remains independent from another project elsewhere that may block a view or degrade the visual environment of a specific site. However, from some vantage points, such as mountain ridges or open valley floors, the viewshed can span for miles. Because development may be seen from distances or into the distance from some locations, the cumulative impact analysis area for aesthetics includes the AMBAG region and adjoining counties.

Impact AES-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD AFFECT NIGHT SKY LIGHTING AND DEGRADE EXISTING VISUAL CHARACTER. CUMULATIVE IMPACTS WOULD BE SIGNIFICANT AND THE CONTRIBUTION OF THE 2045 MTP/SCS WOULD BE CUMULATIVELY CONSIDERABLE.

Some types of aesthetic resources are localized and would not be cumulative in nature. For example, the creation of light, glare, or shadows at one location would not be worsened by light, glare, or shadows created at another location. Rather these effects are independent, and the determination as to whether they are adverse would be specific to the characteristics of the project and location of the site where they would occur. Projects envisioned as part of the 2045 MTP/SCS that would block surrounding views or modify or substantially alter existing scenic resources viewed from a scenic vista or state scenic highway would also result in localized impacts. The impact occurs specific to a site or area and remains independent from another project elsewhere that may block a view or degrade the visual environment of a specific site.

There are two types of aesthetic impact that may be additive in nature and thus cumulative: night sky lighting and overall changes in the visual environment as the result of increasing urbanization of large areas. Development in one area, such as a relatively large city adjoining agricultural land like Salinas, could increase and possibly expand over time and meet or

connect with development in an adjoining ex-urban area. This type of growth and expansion would have the potential to affect night sky lighting experienced both within and outside of the region and lighting may increase in the form of larger and/or more intense nighttime glow in the viewshed. Although growth envisioned in the 2045 MTP/SCS is primarily focused on infill areas, development outside of those geographies with long-distance views may result in nighttime lighting becoming more visible, covering a larger area and/or appearing in new areas because of projected development under the 2045 MTP/SCS.

Regarding the visual environment experienced throughout the cumulative impact analysis area (AMBAG region and adjoining counties), as planned cumulative development occurs over time the overall visual environmental will change and existing visual character could be degraded. The combination of forecasted development in the AMBAG region and planned development in neighboring counties will result in a different visual environment than currently exists. Additional development is envisioned in the AMBAG region beyond that included in the 2045 MTP/SCS. For example, the UC Santa Cruz 2021 Long Range Development Plan plans for increases in faculty and staff and physical space to accommodate projected growth, which is not captured in the 2045 MTP/SCS. The cumulative impacts from this and other development in the cumulative impact analysis on night sky lighting and visual character are considered significant, and the contribution of the 2045 MTP/SCS to these impacts is cumulatively considerable. Implementation of Mitigation Measures AES-1(a), AES-1(b), AES-2, and AES-3(a), AES-3(b), and AES-3(c) would reduce potential impacts to aesthetic resources. However, even with implementation of mitigation measures, impacts would be significant and would be cumulatively considerable.

b. Agriculture and Forestry Resources

The cumulative impact analysis area for agriculture and forestry resources consists of the AMBAG region and adjoining counties. Future development in this region that could impact farmland or forestry land is considered in the analysis. This cumulative extent is used to evaluate potential loss/conversion of farmland and forest land within the context of regional diminishment of these resources.

Impact AG-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD RESULT IN CONVERSION OF AGRICULTURAL LAND TO NON-AGRICULTURAL USES. CUMULATIVE IMPACTS WOULD BE SIGNIFICANT AND THE CONTRIBUTION OF THE 2045 MTP/SCS WOULD BE CUMULATIVELY CONSIDERABLE. IMPACTS TO FORESTRY RESOURCES WOULD NOT BE CUMULATIVELY CONSIDERABLE.

Future development within the cumulative impact analysis area would convert agricultural land to non-agricultural uses and may result in conflicts with agricultural zoning and Williamson Act contracts. In addition, future development adjacent to agricultural land has the potential to result in a loss of farmland due to land use conflicts, which adds to the cumulative conversion of agricultural lands, including areas designated as Important Farmland by the FMMP. Cumulative impacts to agricultural resources would be significant. As described in Section 4.2, *Agriculture and Forestry Resources*, implementation of transportation projects and land use development patterns under the 2045 MTP/SCS would contribute to these impacts by resulting in conversion of up to 2,099 acres of agriculture to

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non-agricultural use. This is considered a cumulatively considerable contribution to cumulative agricultural impacts.

Implementation of Mitigation Measure AG-1 would reduce the contribution of the proposed 2045 MTP/SCS to cumulative agricultural land impacts. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid impacts, and impacts would remain significant and unavoidable. The contribution of the proposed 2045 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable post-mitigation.

In the cumulative impact analysis area, forestland and timber resources are primarily located in Santa Cruz County. Future development within the cumulative impact analysis area would not convert forestland to non-forest uses and thus, would not result in conflicts forest zoning. Cumulative impacts to forestland and timber resources would therefore be less than significant. As described in Section 4.2, *Agriculture and Forestry Resources*, implementation of projects envisioned as part of the 2045 MTP/SCS would not contribute to cumulative impacts. The contribution of the proposed 2045 MTP/SCS to cumulative impacts would not be cumulatively considerable.

c. Air Quality

The AMBAG planning region falls within the jurisdiction of the Monterey Bay Area Resources District (MBARD), while the adjoining counties fall within the jurisdiction of the Bay Area Air Quality Management District, San Joaquin Valley Air Pollution Control District, or San Luis Obispo Air Pollution Control District. Each of these four air districts has prepared an air quality plan to improve conditions and meet federal and state air quality standards. While each air district is primarily responsible for regulating emissions within its own boundaries, the transport of emissions in one area can affect another area's ability to achieve attainment of pollutant standards. All four air districts currently exceed at least one federal and/or state air quality standard. Because emissions can cross the boundaries of air districts before dissipating, the cumulative impact analysis area for air quality consists of the AMBAG region and adjoining counties.

Impact AQ-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD RESULT IN AN INCREASE OF REGIONAL PM₁₀ EMISSIONS AND WOULD EXPOSE SENSITIVE RECEPTORS TO DIESEL PARTICULATES AND TOXIC AIR CONTAMINANTS. CUMULATIVE IMPACTS WOULD BE SIGNIFICANT AND THE CONTRIBUTION OF THE 2045 MTP/SCS WOULD BE CUMULATIVELY CONSIDERABLE.

Future development within the cumulative impact analysis area would involve grading and paving, or the construction of permanent facilities. Although individual development projects may not generate significant short-term emissions, it is probable that several projects would be under construction simultaneously and would generate cumulative construction emissions that could impact air quality. While regional ozone precursors would be reduced with implementation of the 2045 MTP/SCS compared to 2020 baseline conditions, regional PM₁₀ emissions would increase beyond baseline conditions. Construction activities, such as

excavation and ground disturbance, associated with transportation projects under the 2045 MTP/SCS, as well as the land use projects envisioned by the 2045 MTP/SCS, would create fugitive dust emissions and have the potential to result in temporary adverse impacts on air quality. Moreover, construction equipment used for the construction of 2045 MTP/SCS projects may not be the lowest emitting equipment available.

The 2045 MTP/SCS could result in substantial increases in pollutant emission levels (PM₁₀ and toxic air contaminants) during construction and operational activities associated with future growth and development patterns. However, implementation of the 2045 MTP/SCS is intended to reduce the overall emissions load through a transportation and land use strategy that maximizes access to transit and other alternative transportation approaches, lowering potential VMT per capita. While an improvement over what would be expected absent the 2045 MTP/SCS, given existing air pollution conditions in surrounding areas, the 2045 MTP/SCS would have a cumulatively considerable contribution to regional air quality impacts. Implementation of Mitigation Measures AQ-1 through AQ-5 would reduce the contribution to cumulative air quality impacts. However, the 2045 MTP/SCS contribution would remain cumulatively considerable after mitigation because PM₁₀ emissions reductions cannot be guaranteed.

d. Biological Resources

The cumulative impact analysis area for biological resources consists of the AMBAG region and the adjoining counties. This cumulative extent encompasses the mosaic of representative habitat types (and associated biological resources) affected by the transportation projects and land use pattern envisioned in the 2045 MTP/SCS, including creeks and drainages, natural communities, agriculture, and coastal development. Future transportation projects and growth in the region could impact resources in the surrounding counties, and the interaction between the affected environment and MTP/SCS projects would be limited to this area.

Impact BIO-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD HAVE SUBSTANTIAL ADVERSE IMPACTS ON SPECIAL-STATUS PLANT AND ANIMAL SPECIES, SENSITIVE NATURAL COMMUNITIES, AND INTERFERE WITH WILDLIFE MOVEMENT. CUMULATIVE IMPACTS WOULD BE SIGNIFICANT AND THE CONTRIBUTION OF THE 2045 MTP/SCS WOULD BE CUMULATIVELY CONSIDERABLE.

Biological resources impacts resulting from cumulative development within the cumulative impact analysis area would include direct and indirect impacts to sensitive/special-status species or their habitat; impacts to riparian, wetland, or other sensitive natural communities; or interference with wildlife movement. As stated in Section 4.4, *Biological Resources*, there are 388 special-status species known to occur or with potential to occur within the AMBAG region. Given the extent of future development anticipated in the cumulative impact analysis area, these cumulative impacts would likely be significant. Implementation of transportation projects and land use development patterns under the 2045 MTP/SCS would contribute to these impacts, as described in Section 4.4, *Biological Resources*. Due to the potential direct and indirect impacts that may occur as a result of the 2045 MTP/SCS, the proposed 2045 MTP/SCS contribution to this impact would be cumulatively considerable.

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Mitigation Measures BIO-1 through BIO-5 set requirements for surveys and actions to be taken if biological resources have potential to be impacted by the 2045 MTP/SCS transportation and land use projects. However, as discussed in Section 4.4, *Biological Resources*, impacts to special-status species and their habitat; sensitive habitats; and wildlife movement would be significant and unavoidable. The contribution of the proposed 2045 MTP/SCS to cumulative impacts would therefore remain cumulatively considerable post-mitigation.

e. Cultural Resources

The cumulative impact analysis area for cultural resources consists of the AMBAG region and the adjoining counties, based on the historic, ethnographic, and prehistoric period use patterns of the region. This is appropriate because cultural resources identified in this larger region will be similar in type and style to those that are or may be present in the AMBAG region. As discussed in Section 4.5, *Cultural Resources*, the changes envisioned in the 2045 MTP/SCS could include projects that would require substantial ground disturbance in undisturbed areas or in infill areas, could impact historic built environment resources.

Impact CR-C-1 IMPLEMENTATION OF THE PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED UNDER THE 2045 MTP/SCS WOULD CAUSE SUBSTANTIAL IMPACTS TO KNOWN AND UNKNOWN CULTURAL, HISTORICAL, OR ARCHAEOLOGICAL RESOURCES. CUMULATIVE IMPACTS WOULD BE SIGNIFICANT AND THE CONTRIBUTION OF THE 2045 MTP/SCS WOULD BE CUMULATIVELY CONSIDERABLE.

The increase in growth in previously undisturbed areas contributes to regional impacts on existing and previously undisturbed and undiscovered historic and archaeological resources, including CEQA-defined “historical resources.” While most cultural resources are site specific, with impacts that are project specific, others may have regional significance; for example, an historic structure that represents the last known example of its kind would constitute a regional impact if it were affected by future 2045 MTP/SCS project implementation. In addition, there are historic districts or areas that can be affected by multiple or successive projects, over time, resulting in a cumulative impact to the historic resource. For such a resource, cumulative impacts would be significant, and the 2045 MTP/SCS contribution to them would be cumulatively considerable. Mitigation Measures CR-1, CR-2(a), and CR-2(b) would reduce impacts associated with 2045 MTP/SCS projects through impact minimization for historical and archaeological resources. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level. As such, the 2045 MTP/SCS contribution would remain cumulatively considerable after mitigation.

f. Energy

Impacts to energy related to implementation of the 2045 MTP/SCS are analyzed in Section 4.6, *Energy*. The increase in energy demand that is anticipated to occur as population increases as a result of implementation of the 2045 MTP/SCS would contribute cumulatively to state increases in energy consumption. Therefore, the cumulative impact analysis area for energy consists of the AMBAG region, adjoining counties, and the entire State of California.

Future transportation projects and growth in the region could require energy from providers that serve parts of the surrounding counties, and the interaction between the affected environment and MTP/SCS projects would be statewide.

Impact E-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD INCREASE DEMAND FOR ENERGY BEYOND EXISTING CONDITIONS, BUT WOULD NOT HAVE CUMULATIVELY CONSIDERABLE CONTRIBUTIONS TO SIGNIFICANT CUMULATIVE IMPACTS RELATED TO ENERGY.

Future development in the cumulative impact analysis area would result in short term consumption of energy resulting from construction equipment and use of fuel for vehicles. Operation of future developments would also require energy but would be subject to CalGreen and California Building Energy Efficiency Standards. Furthermore, pursuant to the California Public Utilities Commission, utilities such as Pacific Gas and Electric and Central Coast Community Energy must utilize a long-term planning process to plan for increased energy demand in the area and would account for increased development and an increase in population. As such, growth in the cumulative impact analysis area and increased energy demand would be accounted for and would not result in the inefficient, unnecessary, or wasteful use of energy.

The 2045 MTP/SCS would increase demand for energy resources such as natural gas, electricity, and transportation fuels. However, many of the transportation improvement projects under the 2045 MTP/SCS would conserve transportation energy by relieving congestion and contributing towards other transportation efficiencies, resulting in lower per capita transportation energy consumption in 2045 than in the 2020 baseline year. In addition, renewable energy sources steadily constitute a larger proportion of California's energy supply makeup, resulting in a trend of decreased dependency on fossil fuels and increased dependency on renewable energy sources. As a result, the 2045 MTP/SCS would not contribute to significant cumulative impacts related to wasteful or inefficient use of energy resources and services because energy would be used more efficiently on a per capita basis with the 2045 MTP/SCS as compared to existing 2020 conditions.

In addition, adherence to existing applicable policies and regulations, such as CalGreen, California Building Energy Efficiency Standards, and the Low Carbon Fuel Standard, would ensure the incorporation of energy efficiency measures in the design and operation of future projects facilitated by the 2045 MTP/SCS and other cumulative projects. As such, the 2045 MTP/SCS would not contribute to a cumulative impact to the wasteful, unnecessary, or inefficient use of energy. The 2045 MTP/SCS contribution to cumulative impacts related to energy consumption would not result in the inefficient use of energy resources. As such, the 2045 MTP/SCS impact on wasteful, inefficient, or unnecessary energy use, or conflicts with plans for renewable energy or energy efficiency, would not be a cumulatively considerable.

g. Geology and Soils

Future development in the AMBAG region and surrounding counties could be impacted by earthquakes or also be located in similar geologic units that may be subject to seismicity or contain potential for paleontological or mineral resources. While some geologic resources,

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such as paleontological resources, are typically constrained or specific to a particular project site, the resource could extend onto adjoining property. Therefore, the cumulative impact analysis area for geology and soils consists of the AMBAG region and the adjoining counties.

Impact GEO-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA, AND PROJECTS IMPLEMENTING THE 2045 MTP/SCS, WOULD BE SUBJECT TO SEISMIC HAZARDS, SUCH AS FAULT RUPTURE, EARTHQUAKES, AND LANDSLIDES. THE 2045 MTP/SCS WOULD NOT HAVE CUMULATIVELY CONSIDERABLE CONTRIBUTIONS TO SIGNIFICANT CUMULATIVE IMPACTS RELATED TO GEOLOGIC HAZARDS AND SOILS. THE 2045 MTP/SCS WOULD HAVE CUMULATIVELY CONSIDERABLE CONTRIBUTIONS TO SIGNIFICANT CUMULATIVE IMPACTS RELATED TO PALEONTOLOGICAL RESOURCES.

Geology and soils impacts may be related to: increased exposure to seismic hazards, increased erosion and/or loss of topsoil, the presence of unstable/expansive soils and alternative waste disposal or septic systems. Individual projects and developments in the cumulative impacts analysis area would be subject to geologic hazards based on site specific conditions and project design. These effects occur independently of one another and are caused by site specific and project specific characteristics and conditions. In addition, existing regulations, such as the California Building Code, specify mandatory actions that must occur during project development, which would minimize effects from construction and operation of projects related to geology, soils and seismicity as discussed above. Cumulative impacts related to geology, soils and seismicity would therefore be less than significant.

While projects envisioned under the 2045 MTP/SCS may be subject to seismic hazards, including fault rupture, ground-shaking, liquefaction, and landslides, compliance with applicable requirements would reduce impacts. Future development envisioned under the 2045 MTP/SCS would be required to comply with the California Building Code, Seismic Hazards Mapping Act, Alquist Priolo Act, and local building codes, general plan goals and policies. Furthermore, geology and soils impacts are site specific by nature and would not result in cumulative impacts to the surrounding area. The 2045 MTP/SCS would not have a cumulatively considerable contribution to significant cumulative impacts related to geology, soils and seismicity.

Development and construction in the cumulative impacts analysis area would require excavation and ground disturbance. Excavation and ground disturbance could encounter and damage or destroy subsurface paleontological resources, depending on underlying geologic units and soils. While most paleontological resources are typically site specific, with impacts that are project specific, others may have regional significance. For example, fossils may capture a particular type of organism that was endemic to a region and therefore have regional significance. Due to the potential for a fossil of regional significance to be uncovered during excavation and ground disturbing activities of projects in the cumulative impact analysis area, cumulative impacts would be significant.

The 2045 MTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources and would therefore result in a cumulatively considerable contribution to the significant impact. Mitigation measures outlined in Section

4.7, *Geology and Soils*, would reduce paleontological resource impacts associated with 2045 MTP/SCS projects. However, the 2045 MTP/SCS contribution would remain cumulatively considerable after mitigation because it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level. As such, the 2045 MTP/SCS contribution to cumulative impacts to paleontological resources would be cumulatively considerable.

h. Greenhouse Gas Emissions

The impacts of GHG emissions described in Section 4.8 are, by definition, cumulative impacts, as they add to the global accumulation of greenhouse gases in the atmosphere. The cumulative impact analysis area for GHG emissions consists of the AMBAG region, adjoining counties, and the entire State of California. The entire state is included in the analysis area because GHG emissions from the AMBAG region and adjoining counties would influence the ability for the State to achieve its GHG reduction targets.

Impact GHG-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA, AS WELL AS PROJECTS IMPLEMENTING THE 2045 MTP/SCS, WOULD GENERATE TEMPORARY SHORT-TERM GHG EMISSIONS WHICH WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACT, AND THE 2045 MTP/SCS CONTRIBUTION WOULD BE CUMULATIVELY CONSIDERABLE. TOTAL OPERATIONAL GHG EMISSIONS WOULD NOT RESULT IN A SIGNIFICANT CUMULATIVE IMPACT. IMPLEMENTATION OF THE 2045 MTP/SCS WOULD HAVE A CUMULATIVELY CONSIDERABLE CONTRIBUTION TO A SIGNIFICANT CUMULATIVE IMPACT RELATED TO EXCEEDING STATE GHG REDUCTION TARGETS.

As discussed in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, construction activities associated with transportation improvement projects and future land use projects envisioned by the 2045 MTP/SCS would generate temporary GHG emissions. The temporary construction GHG emissions would occur concurrent with ongoing GHG emissions in the cumulative impact analysis area, such as GHG emissions ongoing agricultural activities in Fresno County, an adjoining county to the east. As described in Section 4.8, *Greenhouse Gas Emissions/Climate Change*, construction-related GHG emissions of the 2045 MTP/SCS would be significant, even after implementation of Mitigation Measure GHG-1. Therefore, when construction emissions are combined with other ongoing emissions, the cumulative impact would be significant and the contribution of the 2045 MTP/SCS would be cumulatively considerable.

The transportation projects and land use scenario envisioned in the 2045 MTP/SCS would also generate operational GHG emissions. Implementation of Mitigation Measure GHG4(a), transportation-related greenhouse gas reduction measures, and Mitigation Measures GHG-4(b), project level energy consumption and water use reduction, would reduce impacts related to GHG emissions. Overall, implementation of the 2045 MTP/SCS would reduce total region wide mobile and land use emissions compared to existing conditions, so the cumulative impact of total GHG emissions would not be significant. Other ongoing land uses and operation of future development in the cumulative impact analysis area would also generate GHG emissions. Combined, the GHG emissions from operational activities in the cumulative impact analysis area could exceed State reduction targets and the resulting

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cumulative impact would be significant, and the 2045 MTP/SCS would have a cumulatively considerable contribution to this cumulative impact, both pre- and post- mitigation.

i. Hazards and Hazardous Materials

Impacts of the 2045 MTP/SCS related to hazards and hazardous materials are analyzed in Section 4.9, *Hazards and Hazardous Materials*. Because hazardous sites could extend from a property or roadway in the AMBAG region onto adjoining areas, the cumulative impact analysis area for hazards and hazardous materials consists of the AMBAG region and the adjoining counties.

Impact HAZ-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA, AS WELL AS PROJECTS IMPLEMENTING THE 2045 MTP/SCS, COULD RESULT IN HAZARDS AND EXPOSURE TO HAZARDOUS MATERIALS. THE 2045 MTP/SCS WOULD HAVE CUMULATIVELY CONSIDERABLE CONTRIBUTIONS TO SIGNIFICANT CUMULATIVE IMPACTS RELATED TO HAZARDS AND HAZARDOUS MATERIALS.

The potential impacts related to hazards and hazardous materials are generally related to site specific and project specific characteristics and conditions; however, hazardous sites or releases can occur across multiple adjoining property or jurisdictions. Although the transport of hazardous materials may occur on rail or on roadways, such as U.S. 101, that traverse both the AMBAG region and adjacent counties, there are existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazard associated with routine transport of such materials. Regulations and oversight, as outlined in Section 4.9, *Hazards and Hazardous Materials*, would also effectively reduce the potential for individual projects to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions, within the AMBAG region as well as adjoining counties. Land use development envisioned as part of the 2045 MTP/SCS could result in the development of sites listed in environmental databases pursuant to Government Code Section 65962.5. Although development of listed sites would be required to undergo remediation and comply with Mitigation Measure HAZ-3, cumulative impacts related to hazards and hazardous materials would be significant and implementation of the 2045 MTP/SCS would result in cumulatively considerable impacts.

Impacts related to airport hazards are also site specific, depending on the characteristics and design of individual projects and their location relative to distance and location of nearby airports. Existing regulations place limitations on the types of development that can be permitted within various aircraft zones surrounding an airport, such as building height restrictions or prohibiting residential occupancy. Mandatory compliance with these regulations would prevent substantial hazards related to airports. Cumulative impacts would be less than significant and implementation of the 2045 MTP/SCS would not result in cumulatively considerable impacts.

Emergency response plans are generally specific to a particular city or county or parts thereof. For example, in the event of an imminent emergency in Monterey County, emergency response is typically from police, ambulance and fire departments local to the county, and

not from areas outside of the AMBAG region, such as Santa Clara County. Thus, the cumulative impacts related to conflicts with emergency response plans would be less than significant and implementation not cumulatively considerable impacts.

j. Hydrology and Water Quality

The cumulative impact analysis area for hydrology and water quality encompasses the watersheds and groundwater basins affected by the transportation projects and land use pattern envisioned in the 2045 MTP/SCS, including creeks and drainages, floodplains, and aquifers. Therefore, the cumulative impact assessment area consists of the AMBAG region and the adjoining counties, which encompasses the applicable watersheds and basins.

HWQ-C-1 CONSTRUCTION OF CUMULATIVE DEVELOPMENT WOULD INCREASE IMPERVIOUS SURFACES AND COULD HAVE THE POTENTIAL TO INCREASE EROSION POTENTIAL, INCREASE RUNOFF VOLUMES AND VELOCITY, AND INFILTRATE GROUNDWATER. COMPLIANCE WITH EXISTING REGULATIONS, SUCH AS NPDES AND LOCAL STORMWATER MANAGEMENT REQUIREMENTS WOULD REDUCE CUMULATIVE IMPACTS SUCH THAT THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD NOT BE CUMULATIVELY CONSIDERABLE.

Cumulative development would increase erosion and sedimentation resulting from grading and construction, as well as changes in drainage patterns which could degrade surface and ground water quality. In addition, new development would increase the generation of urban pollutants that may adversely affect water quality in the long term. As with the 2045 MTP/SCS, individual construction projects within the cumulative impact area would be required to comply with applicable water quality regulations, as discussed in Section 4.10, *Hydrology and Water Quality*. Compliance with these existing requirements would reduce project level impacts throughout the cumulative impact area; as such, cumulative impacts related to water quality would be less than significant, and the 2045 MTP/SCS contribution to this impact would not be cumulatively considerable.

Development within the cumulative impact development area would increase impervious surfaces reduce groundwater infiltration. However, counties and cities in the cumulative impact development area have regulatory requirements for stormwater management, effectively requiring minimization of stormwater runoff. Because the volume of runoff would be reduced by these regulations, as well as State and federal regulations, precipitation would be retained on individual project sites and infiltrated or treated and discharged to swales, creeks, or other drainages. Compliance with GSPs where applicable, pursuant to the Sustainable Groundwater Management Act, would partially limit these cumulative effects. Cumulative impacts would be less than significant. The 2045 MTP/SCS contribution to cumulative groundwater recharge impacts would not be cumulatively considerable.

Development within a flood hazard area could result in incremental modifications over time that can have cumulative adverse effects during a flood event by impeding and displacing flows, and thereby potentially exacerbating flooding overall. In regard to alterations of the drainage pattern of an area, as development in one area contributes incrementally to surface drainage runoff or degrades water quality, and development in another area up- or down-stream does the same, the capacity of a drainage way to carry flood flows and/or the overall

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quality of the water may be cumulatively affected. New development envisioned under the 2045 MTP/SCS and associated impervious cover, could be potentially significant on a cumulative basis. As discussed in Impact HWQ-3 of Section 4.10, *Hydrology and Water Quality*, projects envisioned as part of the 2045 MTP/SCS would be required to maintain pre-project hydrology and projects that would disturb more than 1 acre would be subject to Central Coast RWQCB requirements that prevent increased in runoff flows from new development and redevelopment projects. Developments proposed within the 100-year flood zone would be required to meet local, State, and federal flood control design requirements. Implementing agencies would conduct or require project-specific hydrology studies for projects proposed to be constructed within floodplains to demonstrate compliance with Executive Order 11988 (for federally funded projects), the NFIP, the National Flood Insurance Act, and the Cobey-Alquist Floodplain Management Act, as well as any further FEMA or State requirements that are adopted at the local level. These studies would identify project design features that reduce impacts on either floodplains or flood flows that would be required through the permitting process. With these floodplain development requirements, continuing flood protection programs, and drainage requirements, would minimize the contribution of the 2045 MTP/SCS to cumulative hydrology and water quality impacts.

While there are general plan policies applicable to the AMBAG region that prohibit or limit development in areas subject to development, development would occur in inundation zones given that several cities in the AMBAG region are coastal cities on the Monterey Bay. The types of development that would be most likely to result in release of pollutants during inundation include things such as wastewater treatment plants, chemical manufacturing plants, or hazardous materials landfills. Generally, the 2045 MTP/SCS envisions land development in already urbanized areas where wastewater treatment plants already exist to serve existing development. Accordingly, the land use development envisioned in the 2045 MTP/SCS would not substantially increase the risk of release of pollutants into the environment as a result of inundations. Cumulative impacts would therefore be less than significant.

k. Land Use and Planning

Land use impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.11, *Land Use*. Intensified development of cities in the AMBAG region could influence land uses in adjoining counties. Accordingly, the cumulative impact analysis area for land use and planning consists of the AMBAG region and the adjoining counties.

Impact LU-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. HOWEVER, IT COULD RESULT IN INCONSISTENCIES OR CONFLICTS WITH LOCAL LAND USE PLANS AND LOCAL COASTAL PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING ENVIRONMENTAL EFFECTS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD NOT BE CUMULATIVELY CONSIDERABLE.

The AMBAG region is adjacent to seven counties: San Mateo, Santa Clara, Merced, Fresno, Kings, Kern and San Luis Obispo. The land between each of these counties and the AMBAG region is undeveloped agricultural land, grazing land, or open space. The existing land use scenarios in the AMBAG region would continue to develop the region and could result in expansion of urban areas into undeveloped land, as discussed in Section 4.2, *Agriculture and Forestry Resources*. However, because there are no developed communities or urban growth areas at or near the seven county boundaries adjacent to the AMBAG region, cumulative impacts would be less than significant. Implementation of the 2045 MTP/SCS would concentrate development in infill areas and as such, would not result in the division of established communities. Therefore, cumulative impacts related to physically dividing an established community would be less than significant. The contribution of the 2045 MTP/SCS to this impact would not be cumulatively considerable.

Each of seven adjacent counties has adopted general plans that direct new growth to existing developed areas, strongly support agricultural land preservation, and are part of other regional MTP/SCSs. These general plans include goals, policies and programs adopted for the purpose of avoiding or mitigating environmental effects. San Mateo and San Luis Obispo counties have adopted Local Coastal Plans, each of which includes goals, policies and programs adopted for the purpose of avoiding or mitigating environmental effects. Development under the existing plans would, therefore, be required to comply with all existing goals, policies, and programs within existing plans. Cumulative impacts would be less than significant.

The implementation of the 2045 MTP/SCS would result in significant and unavoidable impacts in several environmental issue areas including: aesthetics/visual resources, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, and utilities, transportation, tribal cultural resources, and wildfire. The transportation projects and envisioned land use scenario would not result in additional impacts beyond the findings of significant and unavoidable impacts already analyzed in respective environmental issue area sections within this EIR and would not result in a physical change to the environment that has not already been addressed in this EIR. Implementation of mitigation as listed throughout resource chapters of this EIR would reduce impacts of the proposed 2045 MTP/SCS. Implementation of the 2045 MTP/SCS would not result in a cumulatively considerable contribution to a significant cumulative impact.

I. Noise

Noise impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.12, *Noise*. Noise resulting from roadway improvement projects envisioned in the 2045

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MTP/SCS could influence ambient noise levels in adjoining counties, if and where the projects are located in proximity to adjoining counties. Therefore, the cumulative impact analysis area for noise consists of the AMBAG region and the adjoining counties.

Impact N-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD RESULT IN CUMULATIVE SIGNIFICANT AND UNAVOIDABLE IMPACTS RELATED TO CONSTRUCTION AND OPERATIONAL NOISE AND EXCESSIVE NOISE IN PROXIMITY TO AIRPORTS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD BE CUMULATIVELY CONSIDERABLE.

As discussed in Section 4.12, *Noise*, construction of the transportation projects and the land use scenario envisioned in the 2045 MTP/SCS would generate temporary noise impacts. The transportation projects are generally far enough away from adjoining counties that construction noise would generally not combine with ambient noise levels in these counties. The 2045 MTP/SCS concentrates development in urban areas of the AMBAG region, which is also generally far enough from adjoining counties that construction noise would not affect these counties. However, construction noise resulting from either the transportation projects or the land use scenario could combine with other ongoing noise or additional construction noise within the AMBAG region, resulting in localized construction noise levels exceeding local standards. Cumulative impacts of construction noise would be significant. Implementation of Mitigation Measure N-1 would reduce some construction noise impacts; however, the 2045 MTP/SCS contribution to the cumulative impact would be cumulatively considerable.

Impacts associated with noise and vibration related to implementation of the 2045 MTP/SCS would be generally experienced locally and are not cumulative in nature. These effects occur independently of one another, related to site-specific and project-specific characteristics and conditions. However, increased traffic from implementation of the 2045 MTP/SCS could contribute to a significant increase in traffic noise levels on roadway segments throughout the cumulative impact analysis area, beyond accepted thresholds in various communities outside of the region. With implementation of Mitigation Measure N-2 and N-5, the 2045 MTP/SCS contribution to this cumulative impact would be cumulatively considerable.

Operation of the transportation projects would generate noise. Noise would predominantly be from vehicles, such as the noise of engines or the noise generated from the friction between tires and the roadway surface. Generally, these noises affect ambient noise levels near the roadways. However, some of the 2045 MTP/SCS transportation projects would increase inter-regional travel, because the 2045 MTP/SCS addresses accommodating projected growth and because some projects are on regional roadways, such as Highway 1 or U.S. 101. Therefore, the 2045 MTP/SCS would contribute to traffic noise outside the region. The cumulative impact would be significant, and the overall contribution of the 2045 MTP/SCS to significant cumulative traffic noise impacts, despite implementation of Mitigation Measures N-3 and N-4, would be cumulatively considerable.

Transportation projects of the 2045 MTP/SCS would not entail habitable structures or other facilities in which people would work or visit. However, construction of transportation

projects in close proximity to existing airports would temporarily expose construction personnel to excessive noise levels. Due to the temporary nature of construction of transportation projects, impacts would be less than significant. Given the regional scale of the proposed 2045 MTP/SCS, it is possible that the plan's forecasted land use development pattern could result in exposure to exterior and interior noise levels from existing airports or airstrips that exceed applicable thresholds. People residing or working in close proximity to existing airports could be exposed to excessive noise levels. Therefore, the 2045 MTP/SCS would contribute to the exposure of people residing or working in the area to excessive noise levels. The cumulative impact would be significant, and the overall contribution of the 2045 MTP/SCS to exposure of people residing or working in the area to excessive noise levels, despite implementation of Mitigation Measure N-6. Impacts would be cumulatively considerable.

m. Population and Housing

Population and housing impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.13, *Population and Housing*. The cumulative impacts analysis area for population and housing consists of the AMBAG region and the adjoining counties. This is an acceptable extent for the cumulative impacts analysis area because the 2045 MTP/SCS would not influence population and housing trends in more distant counties in northern and southern California. For example, it is not reasonable to assume that land use development envisioned in the 2045 MTP/SCS would affect or influence population growth or housing development in Santa Barbara County, more than 75 miles away from the AMBAG region.

Impact PH-C-2 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA COULD RESULT IN THE TEMPORARY OR PERMANENT DISPLACEMENT OF HOUSING, BUT DISPLACEMENT WOULD BE LOCALIZED AND WOULD NOT RESULT IN DISPLACEMENT AT THE REGIONAL SCALE. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD NOT BE CUMULATIVELY CONSIDERABLE.

Development in the cumulative impacts analysis area would result in population growth. Generally, the population growth in the cumulative impacts analysis area is planned for in general plans developed and adopted by counties and cities in the area. For example, Fresno County is currently working on an update to its General Plan to plan for and accommodate growth expected in the County through 2040. Similarly, UC Santa Cruz has prepared a draft version of an updated Long Range Development Plan, planning for increased student population, as well as increased faculty and staffing levels. Cumulative impacts related to inducing substantial unplanned population growth would not be significant and the 2045 MTP/SCS contribution would not be cumulatively considerable.

The general plans and zoning ordinances of counties and cities also designate areas for housing development to accommodate planned population growth. While some development may require the demolition of existing housing, each county and city in the cumulative impacts assessment area must continue to demonstrate it can meet housing requirements established through the Regional Housing Needs Allocation program, enacted throughout the state. Therefore, cumulative population and housing displacement impacts would be less than significant.

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Additional population, housing, and employment, as forecasted, would occur with or without implementation of the 2045 MTP/SCS. The 2045 MTP/SCS provides a strategy to accommodate growth in such a way as to achieve a more balanced jobs/housing ration and to optimize transportation projects that support those land uses. The land use growth footprint assumes a number of residential units adequate to meet the forecasted demand, taking into account localized displacement of some households within the region. Therefore, implementation of the 2045 MTP/SCS would not result in displacement at the regional scale, and localized displacement would not be expected to increase development in areas surrounding the AMBAG region. The contribution of the 2045 MTP/SCS to cumulative population and housing displacement impacts would not be cumulatively considerable.

n. Public Services, Recreation, and Utilities

Public Services, Recreation, and Utilities impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.14, *Public Services, Recreation, and Utilities*. Generally, public services and utilities are provided on a local or regional level, and recreational facilities are used locally or regionally. Therefore, the cumulative impact analysis area for public services, recreation, and utilities consists of the AMBAG region and the adjoining counties.

Impact PSU-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD BE CUMULATIVELY CONSIDERABLE.

As shown in Table 6-1, the population for the combined AMBAG region and adjoining counties is projected to increase from just under 6.2 million people in 2020 to approximately 7.1 million people by 2045. This level of growth would generate demand for fire protection, police services, parks and recreational facilities, schools, and other public facilities to the extent that the construction of new or expanded facilities would be required, the construction of which would cause significant environmental impacts. Similarly, future transportation improvements and land use projects throughout the cumulative impact analysis area would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which would cause significant environmental effects. This development would also generate solid waste in excess of the capacity of local infrastructure and increase water demand in the AMBAG region such that water supplies may be insufficient to serve envisioned development. Cumulative impacts to public services, recreation, and utilities would therefore be significant.

As described in Section 4.14, *Public Services, Recreation, and Utilities*, the 2045 MTP/SCS would increase demand for services and facilities to the extent that new or expanded facilities would be required, the construction of which would result in significant effects. These

impacts would be significant and unavoidable. The 2045 MTP/SCS contribution to cumulative public services, recreation, and utilities impacts would remain cumulatively considerable.

Water supply in the cumulative impact analysis area is derived from a variety of sources that vary depending on the location. For example, Santa Clara County derives water from sources including the Santa Clara Subbasin and Llagas Subbasin for groundwater and imported water from the Sacramento-San Joaquin Delta. Some water providers in the AMBAG region, such as the San Benito County Water District, also derive a portion of their water supply from the Sacramento-San Joaquin Delta through the Central Valley Project. Therefore, water demand from development in the AMBAG region would combine with demand from other development in the cumulative impact analysis area. As in the AMBAG region, both groundwater and surface water supplies in portions of the cumulative impact development area may be limited. For example, according to the City of Santa Cruz Water Department's 2020 Urban Water Management Plan, the Water Department currently has insufficient supply to meet demand during drought years and projects that supplies will remain insufficient through at least 2035 (City of Santa Cruz 2021). Additional development in City of Santa Cruz Water Department service area boundary, including development envisioned in the 2045 MTP/SCS or development on the UC Santa Cruz campus would generate more demand for water. The cumulative development would create additional water demand, which may exceed supply in some localized areas. Cumulative impacts would be significant.

As discussed in Section 4.14, *Public Services, Recreation, and Utilities*, the 2045 MTP/SCS may impact water supply in the AMBAG region because of the water required for land use projects and some transportation projects. Even with the implementation of Mitigation Measures PSU-1 through PSU-4, these impacts would be significant and unavoidable. The 2045 MTP/SCS contribution to cumulative water supply impacts would remain cumulatively considerable.

o. Transportation

Transportation impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.15, *Transportation*. The transportation impacts of the 2045 MTP/SCS could extend in adjoining areas. Therefore, the cumulative impact analysis area for transportation consists of the AMBAG region and the adjoining counties.

Impact TRA-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA WOULD RESULT IN SIGNIFICANT AND UNAVOIDABLE INCREASE IN DAILY VMT PER CAPITA FROM BASELINE 2020 CONDITIONS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD BE CUMULATIVELY CONSIDERABLE.

Implementation of the 2045 MTP/SCS would maintain emergency vehicle access and emergency vehicle requirements as projects envisioned under the 2045 MTP/SCS would be required to comply with State, regional, and local regulations for emergency vehicle access and emergency vehicle requirements. Cumulative impacts related to emergency vehicle access and emergency vehicle requirements would not be significant and the 2045 MTP/SCS contribution would not be cumulatively considerable.

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Daily VMT in the AMBAG region is partially due to commuters travelling to and from employment in the adjoining counties, particularly Santa Clara County and San Mateo County in the San Francisco Bay Area. The 2045 MTP/SCS is designed to promote economic growth and employment in the AMBAG region, while also providing the proper balance between jobs and housing within the region. However, cities in the San Francisco Bay Area also continue to develop and grow, adding more employment opportunities within proximity of areas of the AMBAG region. Therefore, it is likely that some residents of the AMBAG region would continue to commute to the San Francisco Bay Area for employment. Likewise, people residing outside of but close to the AMBAG region may commute into the AMBAG region for outdoor recreation. For example, the City of Santa Cruz is a common recreational weekend destination for residents of San Jose in Santa Clara County. These trips contribute to VMT in the cumulative impact analysis area.

As shown in Table 4.15-5 in Section 4.15, the 2045 MTP/SCS would increase daily VMT by 2,700,188 VMT compared to the baseline 2020 conditions, which is an approximately 16 percent increase over existing conditions. While the majority of the VMT would be expected to remain within the AMBAG region, some portion of the VMT would inevitably extend to areas within adjoining counties to the region, such as the San Francisco Bay Area, described above in the previous paragraph. The most reasonable assumption is that VMT to adjoining counties would be concentrated to the most heavily travelled roadways in the counties with the highest relative employment, such as Highways 17, 25 and U.S. 101 into Santa Clara County and Highway 1 into San Mateo County. The increased VMT in adjoining areas would be in addition to the VMT generated from the increased population growth of these counties into the future. Per capita VMT in the cumulative impact area would be unlikely to reach 15 percent below existing VMT per capita by 2035 due to increased VMT in the region even without implementation of the 2045 MTP/SCS. The implementation of project-level VMT-reducing measures such as mixed uses and TOD may not be feasible and cannot be guaranteed on a project by project basis. Regional VMT reduction programs, such as VMT banks, may also not be feasible as there are no procedures or policies in place to establish such facilities. Thus, cumulative impacts on VMT would be significant and the 2045 MTP/SCS contribution to VMT impacts in adjoining areas would be cumulatively considerable.

p. Tribal Cultural Resources

Tribal cultural resources are regionally specific and determined by the local tribes. When resources occur near jurisdictional boundaries, such city or county limits, the resource can extend across jurisdictions. Therefore, the cumulative impact analysis area for tribal cultural resources consists of the AMBAG region and the adjoining counties.

Impact TCR-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA COULD RESULT IN SIGNIFICANT IMPACTS TO TRIBAL CULTURAL RESOURCES THAT WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACT. THE 2045 MTP/SCS CONTRIBUTION TO THIS IMPACT WOULD BE CUMULATIVELY CONSIDERABLE.

Tribal cultural resources are regionally specific and determined by local tribes. However, development in the cumulative impact analysis area would increasingly extend into

previously undeveloped areas. For example, the UC Santa Cruz 2021 Long Range Development Plan envisions the addition of 8,500 students through 2040, and an increase of 2,200 faculty and staff members. The Long Range Development Plan envisions corresponding physical space, such as office buildings and student housing buildings to accommodate this growth (UC Santa Cruz 2021). Construction on the UC Santa Cruz campus would require ground disturbance that could impact Tribal Cultural Resources. Tribal cultural resources are often associated with areas near water, such as rivers, because Native American Tribes congregated near water. The increase in growth in previously undisturbed areas would contribute to regional impacts on tribal cultural resources. Cumulative impacts would be significant.

Development in the AMBAG area would increase under the 2045 MTP/SCS by increasing mobility and growth. The increase in growth in previously undisturbed areas contributes to regional impacts on tribal cultural resources. If there may be tribal cultural resources at the location of a project site, tribal consultation in accordance with AB 52 would help ensure protection of tribal cultural resources. However, tribal territory often crosses the boundaries of multiple jurisdictions within and outside of the AMBAG region, and there could be several minor impacts to tribal cultural resources that together would result in a significant cumulative impact. The cumulative impact would be significant, and the overall contribution of the 2045 MTP/SCS to significant cumulative tribal cultural resources impacts, despite implementation of Mitigation Measure TCR-1, would be cumulatively considerable.

q. Wildfire

Wildfire impacts associated with implementation of the 2045 MTP/SCS are analyzed in Section 4.17, *Wildfire*. A wildfire ignited in the AMBAG region could spread into adjoining counties. Likewise, wildfires ignited in counties adjoining the AMBAG region could spread into the AMBAG region. Therefore, the cumulative impact analysis area for wildfire consists of the AMBAG region and the adjoining counties.

Impact W-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACT ANALYSIS AREA COULD BE LOCATED IN OR NEAR A STATE RESPONSIBILITY AREA OR A VERY HIGH FIRE HAZARD SEVERITY ZONE. AS SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH COULD OCCUR, IMPACTS RELATED TO WILDFIRE WOULD BE SIGNIFICANT. THE 2045 MTP/SCS CONTRIBUTION TO THIS IMPACT WOULD BE CUMULATIVELY CONSIDERABLE.

The 2045 MTP/SCS is not expected to substantially increase wildfires, but the occurrence of wildfires always exists within the AMBAG region, and the transportation and land use projects under the 2045 MTP/SCS could place people and structures within proximity to a state responsibility area (SRA) or very high fire hazard severity zone. Construction and operation of projects would risk exacerbating these existing fire hazards by creating additional potential sources of fire ignition.

During construction and operation of the 2045 MTP/SCS projects, if one of these cumulative projects were to simultaneously result in a wildland fire ignition during construction, they could combine and increase the frequency of wildland fires beyond existing conditions. The combination of these projects being constructed concurrently could substantially increase

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the frequency of fire in the area above natural conditions. Cumulative impacts would be significant.

The land use scenario envisioned in the 2045 MTP/SCS that would be located within proximity to an SRA or very high fire hazard severity zones would have significant wildfire impacts, as existing codes and regulations cannot fully prevent wildfires from being generated and damaging structures or populations. The 2045 MTP/SCS land use scenario concentrates the forecasted regional population and employment growth in urban areas and corridors of the AMBAG region; however, not all projects and development included in the 2045 MTP/SCS would be infill projects in urbanized areas, and some projects would inevitably be located in areas at risk of wildfires. These projects would increase the potential to ignite fires and therefore risk exacerbating the potential for loss or damage from wildfire. This added risk could start wildfires that could spread outside the AMBAG region impacting adjacent counties and communities. As a result, the 2045 MTP/SCS could result in a cumulatively considerable increase in wildfire risk. Implementation of Mitigation Measure W-1 would minimize the contribution to this cumulative impact. However, the overall cumulative increase in fire frequency would continue to be substantial and impacts for risks exacerbated by construction and from the aftermath of wildfires would remain significant and unavoidable.

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7 Alternatives

As required by Section 15126(d) of the State CEQA Guidelines, this EIR examines a reasonable range of alternatives to the proposed 2045 MTP/SCS. Section 15126.6 of the CEQA Guidelines requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.”

In addition, the CEQA Guidelines state the following:

- An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly discuss the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic project objectives, (ii), infeasibility, or (iii) inability to avoid significant environmental impacts. (CEQA Guidelines Section 15126.6(a)(c).)
- “Feasible” means capable of being accomplished within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (CEQA Guidelines Section 15364.)

The primary objective of the Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is to comply with applicable regulatory requirements, including California Transportation Commission (CTC) Guidelines and Senate Bill (SB) 375. including SB 375’s regional GHG reduction targets. AMBAG’s specific objectives for the 2045 MTP/SCS are to additionally ensure that the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

The analysis of alternatives focuses on the various land use and transportation scenarios that incorporate different assumptions regarding the combinations of future land uses and transportation system improvements. The 2045 MTP/SCS is specifically intended for the

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AMBAG region; therefore, an alternative location for the 2045 MTP/SCS as a whole is not possible. However, within the AMBAG region, the 2045 MTP/SCS considers different patterns of land use and transportation investments to accommodate forecasted future growth and regional housing needs.

The alternative land use and transportation scenarios modeled and analyzed by AMBAG are described in Appendix F of the 2045 MTP/SCS and the preferred scenario (proposed project) is described in detail within Chapter 2, *Transportation Investments* and Chapter 4, *Sustainable Communities Strategy*, of the 2045 MTP/SCS, as well as Chapter 2 of this EIR. A list of the transportation projects assumed in each of the alternatives is included in Appendix G of this EIR.

7.1 Alternatives Development and Screening Process

During the development of the 2045 MTP/SCS, AMBAG developed and evaluated scenarios that included various land use assumptions and transportation system improvements and investments to see how each scenario could achieve the GHG targets established by CARB for the AMBAG region as well as other performance measures. Extensive outreach with partner agencies, local jurisdictions, key stakeholders, and the public was ongoing throughout the 2045 MTP/SCS planning process through workshops, meetings, surveys, and interactive tools.

This alternatives analysis herein includes the following:

- **Alternative 1: No Project Alternative.** The No Project Alternative is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short-range Metropolitan Transportation Improvement Program (MTIP) (AMBAG 2021).
- **Alternative 2: Alternative Transportation Modes.** The Alternative Transportation Modes Alternative includes the same land use pattern as the 2045 MTP/SCS. Alternative transportation projects, including pedestrian, bicycle, and transit projects, under this alternative would be prioritized. Specifically, under this alternative, prioritized projects would include pedestrian projects, bicycle projects, projects to close transit gaps, additional local bus, bus rapid transit, and light rail projects.
- **Alternative 3: Infill and Transit Focus.** The Infill and Transit Focus Alternative includes a land use pattern comprised of a more compact growth footprint and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in vehicle miles traveled (VMT). This would include reducing VMT by locating the places where people work and live within urban centers and close to regional transit. This alternative also assumes increased telecommuting for those industries where telecommuting is feasible, such as in Financial and Professional Services and/or public sector jobs.

Each alternative is described and analyzed below to determine whether environmental impacts would be similar to, less than, or greater than those of the preferred scenario in the

2045 MTP/SCS. As required by CEQA, this section also includes a discussion of the “environmentally superior alternative” among those studied.

7.2 Alternatives Considered but Rejected

The CEQA Guidelines state that an EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination. (CEQA Guidelines Section 15126.2(c).) Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic project objectives, (ii), infeasibility, or (iii) inability to avoid significant environmental impacts. (CEQA Guidelines Section 15126.6(c).)

For this EIR, there were two alternatives that were considered by AMBAG and rejected as infeasible during the scoping process. These alternatives and their reasons for elimination are described below.

7.2.1 Aggressive VMT Reduction Alternative

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible. For example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive. The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas. Such growth is particularly evident in the eastern and southern sections of the AMBAG region, with employment in the agriculture and service industries. These industries require a high level of in-person work and are therefore not conducive to telecommuting. The region also has high income variability, which further complicates the process of linking the residential and employment zones necessary to provide efficient urban transit and reduce commute trips.

Heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing infill development and higher density in the AMBAG region may have very little impact on those long work trips.

In addition, the region has a rich collection of tourist activities and special events throughout the year, which contributes to higher VMT. Such tourist generated VMT would not decrease through higher density infill development or with transit improvements.

There are also significant agriculture activities from farm workers making seasonal transient (field-to-field) trips and agriculture goods movements. These trips are not conducive to transit and often generate longer trip lengths and thus higher VMT. The VMT generated by these activities does not respond to VMT reduction strategies such as increased transit or telecommuting.

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The region's aging population is expected to grow at a faster rate in the next 20 years, primarily in coastal communities. This population attracts more service trips from rural jurisdictions, resulting higher VMT and making it difficult to provide efficient urban transit.

Other measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode. Therefore, an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.

7.2.2 Road Pricing Alternative

The California State Transportation Agency, (CalSTA) has prepared the 2021 Climate Action Plan for Transportation Infrastructure (CalSTA 2021). The Climate Action Plan includes strategies to reduce VMT, including developing programs to policies to implement road pricing, also known as VMT fees. However, an alternative that aims to reduce VMT through substantially higher VMT fees would not be feasible in the AMBAG region, as these fees are only feasible in highly urbanized areas where measures like transportation demand management (TDM) strategies are highly effective. Because of the lower densities, rural areas tend to be automobile dependent. Most trips made by personal automobile on a relatively less congested roadway network which doesn't favor tolling or congestion price strategies. There is often relatively little demand for alternative modes, such as transit, cycling and walk (such alternative travel modes are only feasible and cost effective for a shorter trip in length and time). Most alternative modes experience economies of scale: increased demand can lead to improved services. A TDM strategy that gives these commuters an incentive to rideshare can lead motorists to form carpools, vanpools, or justify transit service. The 2045 MTP/SCS emphasizes TDM strategies that give automobile owners an incentive to use alternative modes for some of their trips, which can result in a positive cycle of improved service and further increases in demand for alternatives. Informal ridesharing is common in rural communities and is a particularly important option for non-drivers and lower-income residents. Ridesharing programs can match carpools and organize vanpools. Vanpooling can be particularly effective in rural communities. A bike/transit integration strategy is particularly suitable in rural areas, since many destinations are too far to easily walk to from a bus stop. In some cases, it is possible to improve freight transport services, including intermodal terminals that allow more freight to be carried by rail rather than truck.

Caltrans research has found that pricing can reduce VMT in highly urbanized areas where robust public transit systems exist, listing major international cities like London, Stockholm, and Singapore, as examples (Caltrans 2020). The AMBAG region does not include large and highly urbanized cities with robust public transit systems, such as London, England, which has an extensive underground subway system and bus system. Large U.S. jurisdictions such as San Francisco and New York City are evaluating cordon pricing (charging a fee to enter or drive within a congested area) in their jurisdictions where robust public transit systems are present. However, because the AMBAG region does not contain areas with the same high density land uses and robust transit systems as these large metropolitan cities, and because

AMBAG does not have the legal authority to impose VMT fees, this alternative was not considered as an alternative for detailed consideration in the EIR.

7.3 Alternative 1: No Project Alternative

7.3.1 Description

The No Project Alternative assumes that the transportation network would be comprised of committed transportation projects fully programmed through construction included in the AMBAG's Fiscal Years 2020-2021 to 2023-2024 Metropolitan Transportation Improvement Program MTIP only (AMBAG 2021). The growth in population, jobs, and homes would be the same as the growth forecast for the proposed 2045 MTP/SCS. This alternative assumes the same housing and employment growth as the 2045 MTP/SCS, but that growth would occur based on existing land use trends in the AMBAG region as opposed to more compact development envisioned by the 2045 MTP/SCS.

7.3.2 Impact Analysis

a. Aesthetics and Visual Resources

Implementation of this alternative would result in fewer visual impacts as compared to the 2045 MTP/SCS, because many of the proposed interchanges, bridges, and roadway extensions, as well as transit and rail facilities, would not be constructed. Nevertheless, many transportation projects would still be constructed under this alternative with the potential to impact scenic vistas on designated scenic highways, along with the gradual transformation toward a more urban/suburban character would occur in many parts of the AMBAG region. In fact, because this alternative would continue current sub-regional growth trends rather than emphasizing an infill approach to land use and housing, more development would occur outside of existing urban areas, which may result in greater impacts to scenic resources in the less developed portions of the AMBAG region. Thus, impacts related to visual character would be significant and unavoidable for this alternative, as they would be with the 2045 MTP/SCS. The overall level of impact resulting from combined transportation improvement and land use projects would be similar when compared to the 2045 MTP/SCS with some impacts greater while other impacts less, but would remain significant and unavoidable.

b. Agriculture and Forestry Resources

This alternative would result in fewer transportation projects being constructed, including roadway widening and other projects that could directly convert agricultural land to non-agricultural use. However, because this alternative would continue current sub-regional growth trends rather than emphasizing an infill approach to land use and housing, more development would be expected to occur outside of existing urbanized areas, including within areas currently used for agricultural production. Given the extent of Important Farmland in Monterey, San Benito and Santa Cruz counties, impacts related to converting Important Farmland to non-agricultural use, conflicts between urban and agricultural land

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uses, and conflicts with existing agricultural zoning and/or Williamson Act contracts would be worse under this alternative than for the proposed 2045 MTP/SCS.

Forestland in the AMBAG region is located primarily in the Santa Cruz County area; development under this alternative could extend into forestland and impacts would be worse under this alternative than for the proposed 2045 MTP/SCS. As with agricultural resources, because more development under this alternative would occur outside of existing urbanized areas, impacts to forestland and forestry resources would increase compared to the 2045 MTP/SCS. However, because the No Project Alternative would not result in rezoning of any existing land, including within the Santa Cruz Mountains, and because the majority of timber areas are outside the anticipated land use development areas in Santa Cruz County, this impact would be remain less than significant for the No Project Alternative, as it is for the 2045 MTP/SCS.

The overall impact to agriculture and forestry resources resulting from the No Project Alternative would be greater than under the 2045 MTP/SCS.

c. Air Quality

Implementation of this alternative would result in reduced short-term air quality impacts from construction activity, as fewer transportation projects would be implemented and therefore less construction activity would occur. As shown in Table 7-1, under the No Project Alternative, PM₁₀ and SO_x emissions would be the same as the 2045 MTP/SCS. ROG and CO emissions would be higher compared to the proposed 2045 MTP/SCS and NO_x emissions would be lower (see also Modeling Methodology in Appendix F to the 2045 MTP/SCS).

Table 7-1 Regional Emissions Analysis of the No Project Alternative

Scenario	VMT	ROG Emissions (tons/day)	NO _x Emissions (tons/day)	PM ₁₀ Emissions (tons/day) ¹	CO Emissions (tons/day)	SO _x Emissions (tons/day)
2045 No Project	20,041,051	1.73	3.69	1.15	17.62	0.05
2045 MTP/SCS	20,032,142	1.72	3.71	1.15	17.51	0.05

VMT = vehicle miles traveled; ROG = reactive organic gases; NO_x = nitrous oxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; CO = carbon monoxide; SO_x = sulfur oxide

¹ PM₁₀ includes tire wear and brake wear emissions.

Source: On-road motor vehicle emissions were calculated by AMBAG using EMFAC. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

The higher ROG and CO emissions would be due to higher VMT expected under this alternative (20.04 million compared to 20.03 million VMT per day, an increase of 0.05 percent). The SCS is intended to increase residential and commercial land use capacity within existing transit corridors which would shift a greater share of future growth to these corridors, ultimately increasing density and improving circulation and multimodal connections. If this alternative were selected, improvements in the transportation infrastructure and infill development projects anticipated under the 2045 MTP/SCS would

not occur. Higher VMT as a result of fewer alternative transportation projects under this alternative would result in the higher ROG, and CO emissions. While the 2045 No Project Alternative would result in higher VMT than the 2045 MTP/SCS, it would also have a lower truck percentage as compared to the 2045 MTP/SCS, contributing to lower NO_x emissions.

Future land use development under this alternative would not be infill or TOD-focused. As such, the No Project Alternative would not concentrate population adjacent to transit and other transportation facilities that could result in more people being exposed to elevated health risks from TACs. Accordingly, impacts related to TAC exposure to sensitive receptors would be less under this alternative than under the 2045 MTP/SCS, but would remain significant and unavoidable.

Overall air quality impacts would increase under this alternative when compared to the 2045 MTP/SCS because VMT would be higher under this alternative. Under this alternative, TACs would be reduced due to reduced development near transit and transportation facilities. However, long term operational impacts related exposure of sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors would remain significant and unavoidable, as they would be for the proposed 2045 MTP/SCS.

d. Biological Resources

Implementation of this alternative may result in fewer impacts to biological resources resulting from transportation improvement projects, as fewer roadway extensions, widening projects, and creek crossings would occur under this alternative. However, because this alternative would continue current sub-regional growth trends rather than emphasizing an infill approach to land use and housing, more development would be expected to occur outside of existing urbanized areas, including in areas providing habitat for special status plant and animal species. Overall impacts to special status plants, animals, wetlands and/or riparian habitat and wildlife movement outside developed urban areas would therefore be greater than under the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they would be for the proposed 2045 MTP/SCS.

e. Cultural Resources

As described in Section 4.5, *Cultural Resources*, some of the 2045 MTP/SCS projects may be located in proximity to historical resources or include repair or replacement of potentially historical structures (e.g., bridges). Because fewer projects would be developed under the No Project Alternative, these impacts would be reduced. In addition, because less infill development would occur under this alternative, fewer impacts involving redevelopment or demolition of existing structures resulting from land use development would occur. Impacts to historic resources would therefore be reduced when compared to the 2045 MTP/SCS. However, project specific impacts may still be significant, as they are for the proposed 2045 MTP/SCS.

Implementation of this alternative would involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS. However, because more land use development could occur outside of existing urbanized areas, more ground

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disturbance would be expected to occur in previously undeveloped areas. As such, the potential for uncovering known or unknown archaeological resources would increase under this alternative for new development but decrease for transportation projects. The overall level of impact resulting from combined transportation improvement and land use projects would be similar when compared to the 2045 MTP/SCS. Impacts to archaeological resources would remain significant and unavoidable, as they are for the proposed 2045 MTP/SCS.

f. Energy

Because this alternative would result in less construction of transportation infrastructure, overall energy use associated with construction activities would be reduced when compared to the 2045 MTP/SCS. However, this alternative would not include many of the capital improvements envisioned under the proposed 2045 MTP/SCS that would improve transportation efficiency and reduce regional energy demand, such as active transportation projects and Complete Streets. Energy use will increase over time as the result of regional socioeconomic (population and employment) growth, regardless of implementation of the 2045 MTP/SCS. The No Project Alternative would result in similar total and per capita energy use as compared to the 2045 MTP/SCS. As discussed in Section 4.6, *Energy*, the 2045 MTP/SCS would not result in inefficient, unnecessary, or wasteful direct or indirect consumption of energy, and would be consistent with applicable energy conservation policies. Because the No Project Alternative would be similar in both total and per capita energy use, impacts would be similar when compared to the 2045 MTP/SCS and impacts related to inefficient, unnecessary, or wasteful direct or indirect energy consumption would be less than significant, as they are for the proposed 2045 MTP/SCS.

g. Geology and Soils

Impacts of this alternative related to erosion and loss of topsoil would be less than significant pursuant to compliance with existing regulations, similar to the 2045 MTP/SCS. Because this alternative does not include as many new interchanges, bridges, roads and fixed facilities, there would be less exposure of new structures to hazardous geologic conditions, including liquefaction, expansive soils, landslides, ground-shaking and flooding. Conversely, if inadequate structures are not replaced, the potential for these existing structures and people using these structures to be harmed by geologic hazards could be greater than under the proposed 2045 MTP/SCS than under the No Project Alternative. Implementation of this alternative would involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS. However, because more land use development could occur outside of existing urbanized areas due to growth continuing under the existing land use pattern, more development would be expected to occur in previously undeveloped areas. While development under the No Project Alternative would also be required to comply with the California Building Code and requirements set forth by the Alquist Priolo Zone Act, the No Project Alternative would result in a greater area of land being converted from undeveloped to developed uses that could be located in areas with greater

susceptibility to seismic related risks. Impacts related to susceptibility to seismic related risks would be less than significant, as under the 2045 MTP/SCS.

Impacts to paleontological resources would be greater under this alternative compared to the 2045 MTP/SCS, as mitigation for paleontological resources would not be implemented and ground disturbing activities could result in significant and unavoidable impacts, similar to the 2045 MTP/SCS. Projects located within mineral resource zones would be required to comply with the California Surface Mining and Reclamation Act, as would all projects under the 2045 MTP/SCS, and as such impacts would remain less than significant, as under the 2045 MTP/SCS.

Overall, impacts to geology and soils would be slightly greater compared to the 2045 MTP/SCS but would remain less than significant. Impacts to paleontological resources would also be greater, and would be significant and unavoidable.

h. Greenhouse Gas Emissions

The No Project Alternative would result in fewer construction related GHG emissions, as fewer transportation infrastructure projects would be constructed compared to the 2045 MTP/SCS. However, operation of the No Project Alternative would result in conflicts with applicable GHG reduction plans, policies, and regulations, a significant and unavoidable impact. Table 7-2 compares total and per capita GHG emissions for the 2045 No Project and 2045 MTP/SCS scenarios. As shown therein, the No Project Alternative would reduce total GHG emissions from ~~4,151,818~~ 4,157,309 MT CO₂e/year for the 2045 MTP/SCS to ~~4,149,056~~ 4,154,548 MT CO₂e/year – a reduction of ~~2,762~~ 2,761, or 0.07 percent. The reduction is negligible (less than a one percent reduction) such that per capita GHG emissions would be similar as compared to the 2045 MTP/SCS. It should be noted, however, that the results do not account for the TDM, TSM, WFH and enhanced transit services GHG reductions that would be implemented with buildout of the 2045 MTP/SCS. Thus, the modeled 2045 MTP/SCS emissions, which are solely based on VMT, are conservative; actual emissions for the 2045 MTP/SCS would be lower than is shown in Table 7-2.

Table 7-2 No Project Alternative Net Change in Total GHG Emissions

Scenario	2045 No Project	2045 MTP/SCS
On-Road Mobile Emissions from VMT (MT CO ₂ e/year)	1,865,475	1,868,236
Land Use Emissions from Table 4.8-1 ¹ (MT CO ₂ e/year)	2,283,582 <u>2,289,073</u>	2,283,582 <u>2,289,073</u>
Total	4,149,057 <u>4,154,548</u>	4,151,818 <u>4,157,309</u>
Population (persons)	869,776	869,776
	4.77	4.77
Per Capita (MT CO ₂ e per service population per year)	<u>4.78</u>	<u>4.78</u>

MT = metric tons; CO₂ = carbon dioxide; CO₂e = carbon dioxide equivalent

¹ Refer to Section 4.8, *Greenhouse Gas Emissions/Climate Change*

Source: Total GHG emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

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Construction and operation of the No Project Alternative would result in significant and unavoidable impacts due to an increase in GHG emissions, similar to the 2045 MTP/SCS. In addition to the calculation for the 2045 MTP/SCS being conservative, the No Project Alternative would not include the promotion of sustainable modes of travel, clean vehicle technologies and traffic operational improvements (ITS/TSM) within the AMBAG region that would help improve GHG emissions levels from mobile sources substantially. Because of the negligible reduction in total GHG emissions (less than a one percent reduction), the overall impact of this alternative would be similar to what would occur under the 2045 MTP/SCS, and impacts would remain significant and unavoidable.

i. Hazards and Hazardous Materials

This alternative would result in fewer infrastructure projects being constructed, thereby reducing hazardous material use, storage, and transportation resulting from construction of those projects. However, the volume of hazardous materials being transported to support land use development in the region would remain the same, as land use development would continue to occur under this alternative. Because future development under the No Project Alternative would be subject to applicable hazardous materials regulations and programs, impacts relating to routine transport, use, or disposal of hazardous materials; risk of upset and accident conditions; emissions within one-quarter mile of a school; airport hazards; and interference with emergency response and evacuation plans would be less than significant, similar to 2045 MTP/SCS. Overall hazards and hazardous materials impacts would be similar under this alternative as under the 2045 MTP/SCS.

j. Hydrology and Water Quality

This alternative would result in fewer transportation infrastructure projects being constructed. Therefore, this alternative would reduce water quality impacts resulting from construction-related erosion and sedimentation and would generate less water demand for dust suppression activities for transportation projects. These impacts would remain less than significant pursuant to compliance with existing regulations, as they are for the proposed 2045 MTP/SCS.

Because this alternative would continue current sub-regional growth trends rather than emphasizing an infill approach to land use and housing, more development would be expected to occur outside of existing urbanized areas. As such, impervious surfaces would be expected to increase under this alternative. Because projects would be located in less developed areas, runoff would include fewer urban pollutants such as heavy metals from auto emissions, oil and grease than projects under the 2045 MTP/SCS. However, because more development would occur in and therefore be adjacent to agricultural areas, runoff from those adjacent agricultural areas would contain more fertilizers and pesticides. While projects under this alternative may require more grading and vegetation removal, including in proximity to creeks, less urban development may result in less disturbance of soils on previously contaminated sites. As such, water quality in creeks may be more impacted, but water quality within urban areas may be less impacted. Because of these tradeoffs, the No

Project Alternative would result in impacts to water quality that are overall comparable to the 2045 MTP/SCS with some impacts greater while other impacts would be less; water quality impacts would remain less than significant, pursuant to compliance with existing regulations, as they are for the proposed 2045 MTP/SCS.

k. Land Use

As with the 2045 MTP/SCS, this alternative would not be anticipated to divide an established community, as development would occur consistent with existing land use patterns and primarily within existing communities. As noted in Section 4.11, *Land Use*, the 2045 MTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans and regional, statewide, and federal transportation improvement programs. In addition, the objective of the 2045 MTP/SCS is to provide for a comprehensive transportation system of facilities and services that meets public need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region. The No Project Alternative would not provide transportation projects anticipated within applicable general plans and transportation improvement programs, nor would it guide development to explicitly meet social, economic, and environmental goals and policies of the region as anticipated under the 2045 MTP/SCS. Due to the more dispersed land use pattern, the amount of undeveloped land impacted would be greater under this alternative.

Although the No Project Alternative would continue existing land use patterns and trends, it would increase the severity of several environmental impacts, as discussed herein. As such, it could result in conflicts with State and local policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. Because environmental effects would generally increase under this alternative, the overall impacts on land use would be greater under this alternative when compared to the 2045 MTP/SCS but would remain less than significant.

l. Noise

From a programmatic perspective, fewer transportation infrastructure projects would result in less construction activity under the No Project Alternative. This would reduce temporary noise impacts throughout the AMBAG region. In addition, because the number of infill or TOD projects would be less under the No Project Alternative, construction-related noise impacts on adjacent sensitive receptors would also decrease. However, construction noise would still occur, and impacts would continue to be significant, as they are for the proposed 2045 MTP/SCS.

Although the number of transportation projects would be reduced as compared to the 2045 MTP/SCS, increased traffic volumes resulting from regional growth would continue to occur. Whether noise impacts would be greater or less than those anticipated under the 2045 MTP/SCS remains dependent on site specific considerations that cannot currently be known. Regionally, the difference in VMT between the No Project Alternative and the 2045 MTP/SCS is not enough to noticeably change overall noise levels in the region. Mobile source noise

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levels resulting from traffic would therefore be similar under the No Project Alternative when compared to the 2045 MTP/SCS and would remain significant and unavoidable.

Because most rail and transit improvements planned under the 2045 MTP/SCS would not be implemented under this alternative, the potential for increased rail and transit noise would be reduced under the No Project Alternative but would remain significant and unavoidable. Construction and operation of future development under the No Project Alternative could be located in close proximity to a public airport or private airstrip, as under the 2045 MTP/SCS, and would result in exposure of people residing or working in the area to excessive noise levels. As under the 2045 MTP/SCS, the No Project Alternative could result in the exposure of people residing or working near public airports or private airstrips to excessive noise levels. However, mitigation of noise near airports would not be implemented under the No Project Alternative. Therefore, impacts would be greater under the No Project Alternative and would remain significant and unavoidable.

Construction vibration of transportation projects or land use projects under the No Project Alternative could result in excessive groundborne vibration. Some cities and counties in the AMBAG region include specific regulations in their municipal code to reduce construction vibration impacts. However, the No Project Alternative would not include mitigation to reduce physical impacts due to vibration and as such, impacts would be greater than under the 2045 MTP/SCS and would remain significant and unavoidable.

Overall, noise-related impacts across the region would be similar to the 2045 MTP/SCS, with some impacts greater and some impacts similar, and would continue to be significant and unavoidable.

m. Population and Housing

The No Project Alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, impacts related to population growth would be similar to the 2045 MTP/SCS and would remain less than significant. Because fewer transportation projects would be implemented and land uses would be less dense (thus resulting in less demolition and redevelopment of existing housing), displacement-related impacts would be reduced under this alternative when compared to the 2045 MTP/SCS. This impact would be less than significant. Overall population and housing impacts would be less than the 2045 MTP/SCS.

n. Public Services, Recreation, and Utilities

Implementation of this alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, expected demand on public services, recreation, and utilities and service systems would be similar to the 2045 MTP/SCS and may require new or expanded facilities. Overall, impacts public services, recreation, and utilities and service systems would be similar as under the 2045 MTP/SCS, and would remain significant and unavoidable.

Increases to water demand are primarily associated with increased population levels. The No Project Alternative would result in the same population increase in 2045 as the MTP/SCS. However, this alternative would result in less dense land use development, which would result in a less efficient water supply system (e.g., greater areas of irrigated landscaping). As such, future water demand associated with this alternative would be greater than water demand for the 2045 MTP/SCS. This impact, which is significant and unavoidable for the 2045 MTP/SCS, would be greater under the No Project Alternative. Impacts would remain significant and unavoidable.

o. Transportation

This alternative would not include many of the projects envisioned under the proposed 2045 MTP/SCS, including new highway and intersection projects, new bikeway and pedestrian projects (active transportation), new railroad projects, new transit projects, new intelligent transportation system/transportation demand management projects and aviation projects. Many of these projects are intended to address VMT, and in many cases would serve as mitigation measures to reduce potential impacts associated with planned long-term development.

Overall, VMT within the AMBAG region would increase as a result of regional population growth, with or without the 2045 MTP/SCS. The No Project Alternative would generate 20,041,051 daily VMT in 2045 compared to 20,032,142 daily VMT for the 2045 MTP/SCS – an increase of 8,909 daily VMT, or 0.04 percent. This increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS. While the VMT would be similar under both the 2045 No Project and 2045 MTP/SCS, the VMT estimates do not account for the TDM, TSM, WFH and enhanced transit services that would be implemented with buildout of the 2045 MTP/SCS. Thus, the modeled 2045 MTP/SCS VMT is conservative; actual VMT for the 2045 MTP/SCS would be lower than is calculated.

Under the No Project Alternative, projects to increase bus capacity on congested facilities and the frequency of bus lines would not be implemented. Additionally, the 2045 MTP/SCS projects that are intended to ensure a reliable bus fleet would not be implemented under the No Project Alternative. Without these types of projects, operation of public transit may be unreliable or fail to meet the frequency and performance standards established by MST, Santa Cruz METRO and San Benito County Express. Thus, compared to the 2045 MTP/SCS, the No Project Alternative would result in greater impacts due to conflicts with programs addressing the circulation system.

Overall, the No Project Alternative would result in similar VMT in the AMBAG region compared to the 2045 MTP/SCS and would increase impacts to transit service. Thus, overall, impacts to transportation would be greater under the No Project Alternative and would remain significant and unavoidable.

p. Tribal Cultural Resources

Implementation of this alternative would involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS. However, because

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more land use development could occur outside of existing urbanized areas, more ground disturbance would be expected to occur in previously undeveloped or open space areas. As such, the potential to disturb tribal cultural resources, including ancestral remains and sacred sites, would increase under this alternative.

As with the 2045 MTP/SCS, future projects would be required to comply with AB 52, which would encourage tribal consultation with local California Native American tribes and require the identification of project specific substantial adverse effects on tribal cultural resources and appropriate project specific mitigation measures. If it is determined that a specific project would result in a substantial adverse change in the significance of a tribal cultural resource, the impact would be significant. This significant impact would occur for projects under the No Project Alternative, as it would for the 2045 MTP/SCS. As such, impacts would remain significant and unavoidable, as they would for the 2045 MTP/SCS. Because of the increased potential to disturb tribal cultural resources from development outside of urbanized areas, the overall impact of the No Project Alternative would be greater than under the 2045 MTP/SCS.

q. Wildfire

The No Project Alternative would allow more housing near wildlands and would increase the vulnerability of people and structures to wildland fire. Under the No Project Alternative land use development could occur outside of existing urbanized areas and extend into more wildland areas. This impact, which is significant and unavoidable for the 2045 MTP/SCS, would be greater under the No Project Alternative and would remain significant and unavoidable.

7.4 Alternative 2: Alternative Transportation Modes

7.4.1 Description

This alternative is designed to reduce VMT by providing or promoting alternative transportation modes in advance of or in conjunction with projected population and employment growth in the AMBAG region through 2045. Alternative transportation includes walking, bicycling, and transit. This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS.

However, unlike the 2045 MTP/SCS, this alternative focuses on prioritizing transportation investments toward all alternative modes of transportation projects first, such as local transit projects and active transportation projects. Active transportation projects would include construction of bicycle lanes and bicycle/pedestrian amenities. The goal of this alternative is to build these projects first and to use as much of the transportation funding available for these alternative transportation modes projects. Under this alternative, investment would be focused on closing transit gaps by enhancing local transit bus service rather than interregional or long-distance services. Examples of active transportation projects include bicycle lanes and pedestrian facilities, such as the planned bicycle/pedestrian crossing over

Highway 1 in Santa Cruz and the Fort Ord Regional Trail and Greenway (FORTAG) project in Monterey County. Additional projects would include installation of Class IV bike lanes as part of the Reservation Road Cycle Track (MON-MAR070-MA) and installation of the Esquiline Road Pedestrian Crossing (MON-MYC329-UM) in Monterey County; installation of a San Juan Bautista Historic Park Bike Lane (SB-SJB-A21) and the Monterey Street Bike Route (SB-SJB-A22) in San Benito County; and the Capitola Village Multimodal Enhancements – Phase 2/3 (SC-CAP-P04b-CAP) and the Glen Coolidge Drive/Highway 9 Bike Path (SC-CO-P40-USC) in Santa Cruz County.

This alternative includes more than \$1.4 billion more funding for active transportation and transit projects than the proposed 2045 MTP/SCS. These include active transportation projects that were not included in the proposed 2045 MTP/SCS as well as additional local bus, bus rapid transit, and light rail projects. This alternative includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS.

7.4.2 Impact Analysis

a. Aesthetics and Visual Resources

Implementation of this alternative would result in fewer visual impacts as compared to the 2045 MTP/SCS, because many of the proposed interchanges, bridges, and roadway extensions, as well as regional transit and rail facilities would not be constructed. However, this alternative would still include alternative transportation projects such as the bicycle/pedestrian crossing over Highway 1 in Santa Cruz. In addition, many capital improvements for alternative transportation modes would still be constructed under this alternative with the potential to impact scenic vistas on designated scenic highways, along with the gradual transformation toward a more urban/suburban character would occur in many parts of the AMBAG region. Land use development envisioned under this alternative would be to the same as the proposed 2045 MTP/SCS infill approach to land use and housing and would result in similar aesthetic impacts to scenic resources in the less developed portions of the AMBAG region. Thus, impacts related to visual character would be significant and unavoidable under this alternative, as they are with the proposed 2045 MTP/SCS. The overall level of impact resulting from combined alternative transportation improvement and land use projects would be reduced when compared to the 2045 MTP/SCS with some lesser impacts due to elimination of some transportation projects, but would remain significant and unavoidable.

b. Agriculture and Forestry Resources

This alternative would result in fewer transportation infrastructure projects being constructed, including roadway widening and other projects that could directly convert agricultural land to non-agricultural use. This alternative would emphasize alternative modes of transportation rather than vehicular transportation infrastructure projects and would result in fewer roadway projects that could extend into agricultural uses. Because alternative transportation projects would be prioritized, roadway widening would be less likely to occur under this alternative.

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Land use development under this alternative, as with the 2045 MTP/SCS, would use an infill approach to land use and housing, and land use impacts to agricultural resources would be the same as the 2045 MTP/SCS. Given the extent of Important Farmland in Monterey, San Benito and Santa Cruz counties, land use impacts related to converting Important Farmland to non-agricultural use, conflicts between urban and agricultural land uses, and conflicts with existing agricultural zoning and/or Williamson Act contracts would be the comparable to the proposed 2045 MTP/SCS.

Forestland in the AMBAG region is primarily located in Santa Cruz County. This alternative would result in fewer transportation projects near forestry resources, as fewer roadway projects would be developed. Land use projects under this alternative would be identical to the 2045 MTP/SCS, as the land use scenario is the same. Overall, impacts to forestry resources resulting from transportation projects would be slightly less than impacts under the 2045 MTP/SCS, but impacts from the land use pattern would be the same. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS.

c. Air Quality

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Impacts to air quality resulting from land use development would therefore be identical to the 2045 MTP/SCS.

Implementation of this alternative would result in greater air pollutant emissions. As shown in Table 7-3, ROG, NO_x, PM₁₀, and CO emissions would be slightly higher under Alternative 2, compared to the proposed 2045 MTP/SCS (see also Modeling Methodology in Appendix F to the 2045 MTP/SCS).

Table 7-3 Regional Emissions Analysis for Alternative 2

Scenario	VMT	ROG Emissions (tons/day)	NO _x Emissions (tons/day)	PM ₁₀ Emissions (tons/day) ¹	CO Emissions (tons/day)	SO _x Emissions (tons/day)
2045 MTP/SCS	20,032,142	1.72	3.71	1.15	17.51	0.05
Alternative 2	20,126,625	1.73	3.75	1.16	17.58	0.05

VMT = vehicle miles traveled; ROG = reactive organic gases; NO_x = nitrous oxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; CO = carbon monoxide; SO_x = sulfur oxide

¹ PM₁₀ includes tire wear and brake wear emissions.

Source: On-road motor vehicle emissions were calculated by AMBAG using EMFAC 2017. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

The higher emissions would be due to higher VMT expected under this alternative. Although this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. As such, the overall VMT within the AMBAG region would increase under Alternative 2, as described further under *Transportation* below. Impacts to air quality would be significant and unavoidable, as under the 2045 MTP/SCS.

Under this alternative, land use developments envisioned as part of the 2045 MTP/SCS would still occur, and sensitive receptors would still be exposed to health risks from TACs during operation. Overall air quality impacts would therefore be similar but slightly greater under this alternative when compared to the 2045 MTP/SCS. Long term operational impacts related to PM₁₀ and exposing sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors would remain significant and unavoidable.

d. Biological Resources

This alternative assumes the same growth in population, jobs, and housing, and the same land use pattern, as the 2045 MTP/SCS. Biological resources impacts resulting from future land use development under this alternative would therefore be identical to land use-related impacts from the 2045 MTP/SCS. This alternative would emphasize an infill approach to land use and housing, similar to the proposed 2045 MTP/SCS, development would primarily occur in already urbanized areas and would not result in development of areas that provide habitat for special status plant and animal species.

Implementation of this alternative may result in less impact to biological resources resulting from transportation improvement projects, as fewer roadway extensions, widening projects and creek crossings would occur under this alternative. Overall impacts to special status plants, animals, wetlands and/or riparian habitat and wildlife movement outside developed urban areas would therefore be reduced compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they would be for the proposed 2045 MTP/SCS.

e. Cultural Resources

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Cultural resources impacts resulting from future land use development under this alternative would therefore be identical to land use-related impacts from the 2045 MTP/SCS.

As described in Section 4.5, *Cultural Resources*, some of the 2045 MTP/SCS transportation improvements may be located in proximity to historical resources or include repair or replacement of potentially historic structures (e.g., bridges). Under this alternative, many of the projects that would include repair or replacement of potentially historical resources would still occur. However, fewer of these projects would occur under this alternative. Therefore, impacts to historical resources as a result of the proposed transportation projects under this alternative would be reduced compared to the 2045 MTP/SCS, but would remain significant and unavoidable.

Implementation of this alternative would involve ground disturbance activities associated with walking, bicycling, and transit improvements. However, the overall level of disturbance would be less than what would occur under the 2045 MTP/SCS because some transportation projects, such as roadway widenings, would not be constructed. As such, the potential for uncovering known or unknown archaeological resources would be similar under this alternative for new land development but decrease for transportation projects. The overall level of impact resulting from combined alternative transportation improvement and land

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use projects would be reduced when compared to the 2045 MTP/SCS. Impacts to archaeological resources would remain significant and unavoidable, as they are for the 2045 MTP/SCS.

f. Energy

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Energy use will increase over time as the result of regional socioeconomic (population and employment) growth, regardless of implementation of the 2045 MTP/SCS. Therefore, impacts on energy from the land use pattern under this alternative would be identical to the 2045 MTP/SCS.

Because this alternative would result in less construction of vehicular transportation infrastructure, such as the construction of new interchanges and roadway widening, overall energy use associated with construction activities would be less when compared to the 2045 MTP/SCS. As a result, and as shown in Table 7-3, this alternative would result in higher daily VMT than the 2045 MTP/SCS. Higher VMT would result in a corresponding consumption of fuel, which is a form of energy consumption. However, daily VMT per capita would be 0.1 mile per day higher than the proposed project. Accordingly, the Alternative Transportation Modes Alternative would result in similar total and per capita energy use as compared to the 2045 MTP/SCS.

As discussed in Section 4.6, *Energy*, the 2045 MTP/SCS would not result in inefficient, unnecessary, or wasteful direct or indirect consumption of energy, and would be consistent with applicable energy conservation policies. Because the Alternative Modes of Transportation alternative could reduce construction, energy use would be slightly reduced. However, total and per capita energy use would be slightly greater to the 2045 MTP/SCS because this alternative would result in a slight increase in VMT per capita in the AMBAG region. Impacts related to inefficient, unnecessary, or wasteful direct or indirect energy consumption would be similar to the 2045 MTP/SCS, but would be less than significant, as under the 2045 MTP/SCS.

g. Geology and Soils

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Geology and soils impacts resulting from future land use development under this alternative would therefore be identical to land use-related impacts from the 2045 MTP/SCS.

Impacts related to erosion and loss of topsoil from construction of transportation projects would be less than significant pursuant to compliance with existing regulations, similar to the 2045 MTP/SCS. Because this alternative does not include as many new interchanges, bridges, roads and fixed facilities, there would be less exposure of new structures to hazardous geologic conditions, including liquefaction, expansive soils, landslides, ground-shaking, and flooding. Similar to the proposed 2045 MTP/SCS, this alternative could replace inadequate existing structures, such as bridges, and would reduce the potential for these existing

structures and people using these structures to be harmed by geologic hazards and would be the same as the proposed 2045 MTP/SCS. Implementation of this alternative would involve less ground disturbance associated with transportation improvements as under the 2045 MTP/SCS. Development under the Alternative Transportation Modes Alternative would also be required to comply with the California Building Code and requirements set forth by the Alquist Priolo Zone Act. Therefore, impacts would be less compared to the 2045 MTP/SCS and impacts would remain less than significant.

Impacts to paleontological resources would be reduced under this alternative compared to the 2045 MTP/SCS because this alternative would involve less construction-related ground disturbance. Mitigation measures provided to reduce impacts to paleontological resources for the 2045 MTP/SCS would also be required to be implemented for this alternative. Impacts would remain significant and unavoidable, similar to the 2045 MTP/SCS. Projects located within mineral resource zones would still be required to comply with the California Surface Mining and Reclamation Act, as would all projects under the 2045 MTP/SCS, and as such impacts would remain less than significant, as under the 2045 MTP/SCS.

Overall, impacts to geology and soils and mineral resources would be slightly less compared to the 2045 MTP/SCS and would remain less than significant. Impacts to paleontological resources would be significant and unavoidable and would be reduced under this alternative.

h. Greenhouse Gas Emissions

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. GHG emissions generated from land use development would therefore be the same under this alternative as it would be for the 2045 MTP/SCS.

Because this alternative would result in less construction of vehicular transportation infrastructure, such as the construction of new interchanges and roadway widening, overall GHG emissions associated with construction activities would be less when compared to the 2045 MTP/SCS. However, as noted under *Transportation* below, VMT would be higher under Alternative 2. Although this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. As such, the overall VMT within the AMBAG region would increase under Alternative 2, resulting in an increase in GHG emissions. Table 7-4 compares the total GHG emissions and the per capita GHG emissions for Alternative 2 and the 2045 MTP/SCS.

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Table 7-4 Alternative 2 Net Change in Total GHG Emissions

Scenario	Alternative 2	2045 MTP/SCS
On-Road Mobile Emissions from VMT (MT CO ₂ e/year)	1,876,179	1,868,236
Land Use Emissions from Table 4.8-1 ¹ (MT CO ₂ e/year)	2,283,582 <u>2,289,073</u>	2,283,582 <u>2,289,073</u>
Total	4,159,762 <u>4,165,252</u>	4,151,818 <u>4,157,309</u>
Population (persons)	869,776	869,776
Per Capita (MT CO ₂ e per service population per year)	4.78 <u>4.79</u>	4.77 <u>4.78</u>

MT = metric tons; CO₂ = carbon dioxide; CO₂e = carbon dioxide equivalent

¹Refer to Section 4.8, *Greenhouse Gas Emissions/Climate Change*

Source: Total GHG emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix F for complete methodology.

As shown in Table 7-4, Alternative 2 would increase total GHG emissions from ~~4,151,818~~4,157,309 MT CO₂e/year for the 2045 MTP/SCS to ~~4,159,762~~4,165,252 MT CO₂e/year, an increase of ~~7,947,943~~, or 0.19 percent. Per capita emissions would increase from 4.77 to 4.78 MT CO₂e per service population per year, an increase of 0.21 percent. The increase in both total and per capita GHG emissions is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable.

i. Hazards and Hazardous Materials

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Hazards and hazardous materials impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

This alternative would result in fewer highway and local streets projects being constructed, thereby reducing hazardous material use, storage and transportation resulting from construction of larger scale transportation projects. However, the volume of hazardous materials being transported to support land use development in the region would remain the same. Because the Alternative Transportation Modes Alternative would be subject to existing regulations and programs, impacts relating to routine transport, use, or disposal of hazardous materials; risk of upset and accident conditions; emissions within one-quarter mile of a school; airport hazards; and interference with emergency response and evacuation plans would be less than significant, similar to 2045 MTP/SCS. Overall hazards and hazardous materials impacts would be slightly less under this alternative as under the 2045 MTP/SCS.

j. Hydrology and Water Quality

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Hydrology and water quality impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

Because this alternative assumes the same growth and land use pattern as the 2045 MTP/SCS, land use development would result in the same area of impervious surfaces as under the 2045 MTP/SCS. Infill development would generate runoff that would include urban pollutants similar such as heavy metals from auto emissions, oil, and grease, similar to the 2045 MTP/SCS. Therefore, impacts to water quality would be similar to water quality impacts of the 2045 MTP/SCS. This alternative would result in less ground disturbance from transportation infrastructure projects than the 2045 MTP/SCS because this alternative would not include construction of some transportation projects, including roadway widening projects and roadway extension projects. Therefore, this alternative would result in less water quality impacts resulting from construction-related erosion and sedimentation and would generate less water demand for dust suppression activities. These impacts would be less than significant pursuant to compliance with existing regulations, similar to the 2045 MTP/SCS.

Transportation improvements under this alternative, as under the 2045 MTP/SCS, would result in an increase of overall impervious surface area throughout the AMBAG region compared to existing conditions. Compared to the 2045 MTP/SCS, this alternative would result in less roadway impervious surface area. Nonetheless, new roadways or road widening projects would result in new impervious surfaces in the region that would generate significant adverse impacts to surface water quality. Pollutants and chemicals from urban activities would potentially flow into nearby bodies of water and could result in adverse impacts to water quality. Construction projects that would disturb more than one acre, such as roadway widening and new roadways, would be subject to regulations under the Caltrans Statewide NPDES permit. As such, compliance with regulations under the NPDES permit would reduce impacts from new impervious surfaces created from new transportation projects to less than significant.

Operation of this alternative, as under the 2045 MTP/SCS, would be required to implement best management practices as listed in the NPDES program to reduce post project stormwater flows to be the same or less than pre project stormwater flows. Transportation projects under this alternative would be required to comply with applicable regulations such as NPDES permits to reduce discharge of pollutants and as such, impacts would be less than significant. The Alternative Transportation Modes Alternative would be anticipated to result in impacts to water quality that is less compared to the 2045 MTP/SCS. Water quality impacts would remain less than significant, pursuant to compliance with existing regulations.

Overall, hydrology and water quality impacts would be less under the Alternative Transportation Modes as the 2045 MTP/SCS.

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k. Land Use

As with the 2045 MTP/SCS, this alternative would not be anticipated to divide an established community, as development would occur consistent with 2045 MTP/SCS land use patterns and primarily within existing communities. As noted in Section 4.11, *Land Use*, the 2045 MTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans and regional, statewide, and federal transportation improvement programs. In addition, the objective of the 2045 MTP/SCS is to provide for a comprehensive transportation system of facilities and services that meets public need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region. The Alternative Transportation Modes Alternative would prioritize capital improvements associated with alternative transportation modes and would include vehicular capital improvements, as funding allows. Thus, the Alternative Transportation modes alternative would not provide all possible vehicular capital improvements anticipated within applicable general plans and transportation improvement programs.

Development under the Alternative Transportation Modes Alternative would follow the same land use pattern as the 2045 MTP/SCS and would therefore result in the same land use-related impacts. Development under this alternative would still have the potential to conflict with land use plans, policies, and programs and would continue to require mitigation. As such, it would have similar conflicts with State and local policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. Under this alternative, the overall impacts on land use would be similar under this alternative when compared to the 2045 MTP/SCS and would remain less than significant.

l. Noise

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Noise impacts from land use development would therefore be similar to the 2045 MTP/SCS under this alternative.

From a programmatic perspective, smaller transportation infrastructure projects would result in less construction activity under the Alternative Transportation Modes Alternative. This would reduce temporary noise impacts throughout the AMBAG region. In addition, noise from infill or TOD projects would be similar under the Alternative Transportation Modes Alternative and construction-related noise impacts on adjacent sensitive receivers would also be similar. Impacts from noise would continue to be significant, as under the 2045 MTP/SCS.

Although the scale of transportation projects would be reduced as compared to the 2045 MTP/SCS, traffic volumes would increase and would result from regional growth that would continue to occur. Whether noise impacts would be greater or less than those anticipated under the 2045 MTP/SCS remains dependent on site specific considerations that cannot currently be known. Regionally, the difference in VMT between the 2045 MTP/SCS and the Alternative Transportation Modes is not enough to noticeably change overall noise levels in the region. Mobile source noise levels resulting from traffic would also be similar under the

Alternative Transportation Modes Alternative as a reduction in traffic volumes cannot be reasonably assumed as a result of construction of alternative modes of transportation infrastructure when compared to the 2045 MTP/SCS. Impacts would remain significant, as under the 2045 MTP/SCS.

Because most rail improvements planned under the 2045 MTP/SCS would not be implemented under this alternative, the potential for increased rail noise would be reduced under the Alternative Transportation Modes Alternative.

Construction and operation of future development under this alternative could be located in close proximity to a public airport or private airstrip, as under the 2045 MTP/SCS, and would result in exposure of people residing or working in the area to excessive noise levels. As under the 2045 MTP/SCS, this alternative could result in the exposure of people residing or working near public airports or private airstrips to excessive noise levels. Mitigation measures identified in Section 4.12, *Noise*, would continue to be required under this alternative. Impacts would be similar as under the 2045 MTP/SCS and would remain significant and unavoidable.

Construction vibration of transportation projects or land use projects under this alternative could result in excessive groundborne vibration. Some cities and counties in the AMBAG region include specific regulations in their municipal code to reduce construction vibration impacts. As under the 2045 MTP/SCS, this alternative would include mitigation to reduce physical impacts due to vibration and as such, impacts would be similar to the 2045 MTP/SCS and would remain significant and unavoidable.

Overall, noise-related impacts across the region would be similar to the 2045 MTP/SCS, and would continue to be significant and unavoidable.

m. Population and Housing

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Population and housing impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

The Alternative Transportation Modes Alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, impacts related to population growth would be to the same as for the 2045 MTP/SCS and would continue to be less than significant. Land uses envisioned would be infill or TOD, displacement-related impacts would be similar under this alternative when compared to the 2045 MTP/SCS. Active transportation projects under this alternative would be prioritized; however, there is still the potential for vehicular projects, such as bridge replacement and roadway widening projects, to occur as funding allows. Therefore, impacts on population and housing from displacement resulting from transportation projects would be slightly less than 2045 MTP/SCS impacts. This impact would be less than significant. Overall population and housing impacts would be slightly less compared to the 2045 MTP/SCS.

n. Public Services, Recreation, and Utilities

Implementation of this alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, expected demand on public services, recreation, and utilities would be similar to the 2045 MTP/SCS and may require the construction of new or expanded facilities to meet demand. This impact would continue to be significant and unavoidable, as it is for the 2045 MTP/SCS. This alternative would emphasize active transportation projects, some of which would serve as a new recreational resource, such as the Scenic Pathway Pedestrian Trail improvements or the Monterey Bay Sanctuary Scenic Trail – Moss Landing bikeway and bridge in Monterey County, thereby decreasing demand and associated impacts to existing recreational facilities than compared to the 2045 MTP/SCS. This impact would be less than significant. Overall, impacts to public services, recreation, and utilities would be similar compared to the 2045 MTP/SCS, and would remain significant and unavoidable.

Increases to water demand are primarily associated with increased population levels. This alternative assumes the same population growth and land use pattern as the 2045 as the MTP/SCS. Therefore, water supply system demands would be similar. As such, future water demand associated with this alternative would be similar to water demand of the 2045 MTP/SCS. This impact, which is significant and unavoidable for the 2045 MTP/SCS, would be similar under the Alternative Transportation Modes Alternative, and mitigation measures under the 2045 MTP/SCS would still apply. Impacts would remain significant and unavoidable.

o. Transportation

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Transportation impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

Alternative 2 would generate 20,126,625 daily VMT in 2045 compared to 20,032,142 daily VMT for the 2045 MTP/SCS - an increase of 94,483 VMT, or 0.47 percent. Although this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. This increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS.

Under the Alternative Transportation Modes Alternative, projects to increase bus capacity on congested facilities and the frequency of bus lines, such as the commuter/subscription bus program or signal priority/pre-emption for buses in Monterey and San Benito counties, could be implemented. Compared to the 2045 MTP/SCS, this alternative would slightly increase transit ridership from 38,078 riders under the 2045 MTP/SCS to 38,406 riders under this alternative. While transit ridership would increase, this alternative would include transit improvements and operation and maintenance projects that would serve to accommodate new transit riders. Under this alternative, increased transit riders would be accommodated by transit improvements envisioned under this alternative. Therefore, this alternative would

not result in a significant impact due to conflicts with any programs addressing the circulation system and would not substantially disrupt transit service. As such, impacts would be less than significant, similar to the 2045 MTP/SCS.

Overall, the Alternative Transportation Modes Alternative would result in similar daily VMT in the AMBAG region compared to the 2045 MTP/SCS. Thus, overall, impacts to transportation and circulation would be similar under the Alternative Transportation Modes Alternative, and impacts would remain significant and unavoidable.

p. Tribal Cultural Resources

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Therefore, ground disturbance for land use and development would be comparable between this alternative and the 2045 MTP/SCS. Tribal cultural resources impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

Implementation of this alternative would involve less ground disturbance associated with vehicular transportation improvements than would occur under the 2045 MTP/SCS. As such, the potential to disturb tribal cultural resources, including ancestral remains and sacred sites, would be reduced under this alternative. Future projects would be required to comply with AB 52, which would encourage tribal consultation with local California Native American tribes and require the identification of project specific substantial adverse effects on tribal cultural resources and appropriate project specific mitigation measures. If it is determined that a specific project would result a substantial adverse change in the significance of a tribal cultural resource, the impact would be significant. This significant impact would occur for projects under the Alternative Transportation Modes Alternative, as it would for the 2045 MTP/SCS. Therefore, impacts would be significant and unavoidable, as they would be for the 2045 MTP/SCS, but would be reduced compared to the 2045 MTP/SCS due to the reduced level of ground disturbance.

q. Wildfire

This alternative assumes the same growth in population, jobs, and housing numbers, and the same land use pattern, as the 2045 MTP/SCS. Wildfire impacts from land use development would therefore be identical to the 2045 MTP/SCS under this alternative.

The land use pattern under this alternative, as under the 2045 MTP/SCS, would construct and maintain development within and near wildland urban interface areas and could result in exacerbated wildfire risk. Exacerbated wildfire risk would result in additional impacts related to flooding, landslides, and other associated hazards. Under this alternative, mitigation would still be required, however, impacts would still be significant and unavoidable, as under the 2045 MTP/SCS.

Under the Alternative Transportation Modes Alternative, transportation projects would not involve developing residential uses that would include occupants. While some transportation projects may include office or maintenance structures, occupation would be temporary and

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would not be situated in very high FHSZs. Development of these structures, under this alternative, would still be required to comply with the California Fire Code, and mitigation would still be required. Transportation projects generally do not require fuel breaks or involve infrastructure that could potentially exacerbate wildfire. Therefore, even though fewer transportation projects would be constructed under this alternative compared to the 2045 MTP/SCS, wildfire impacts would be similar. Impacts would remain significant and unavoidable with mitigation, as under the 2045 MTP/SCS.

7.5 Alternative 3: Infill and Transit Focus

7.5.1 Description

This alternative is designed to reduce VMT by locating the places where people work and live within urban centers and close to regional transit. This alternative assumes the same total growth in population, jobs, and housing numbers as the 2045 MTP/SCS, but with more compact and mixed land uses. Overall, this alternative incorporates less dispersed land use and development than the proposed MTP/SCS. This alternative includes a more compact growth footprint and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in VMT. For instance, this alternative relies on a higher amount of housing, especially near regional and interregional transit, than the market currently supports. This alternative also assumes increased telecommuting for those industries where telecommuting is feasible, such as in financial and professional services and/or public sector jobs. This alternative assumes more investment (\$2.2 billion) in transit infrastructure and services and less investment in local streets, roads, and highways compared to the proposed 2045 MTP/SCS. Transportation projects in this alternative would include Highway 68 Corridor Transit Improvements (MON-MST019-MST), the TAMC Monterey Branch Line Light Rail Phase I (MON-TAMC001-TAMC), the Rail Extension to Monterey County – Phase 2 (MON-TAMC014), Pajaro/Watsonville Station (MON-TAMC014-TAMC), and the TAMC Rail Extension to Monterey County – Phase 3, Castroville Station (MON-TAMC015-TAMC015) in Monterey County; increased service of the passenger rail to Santa Clara County (SB-LTA-A53) in San Benito County; and the implementation of public transit on the Watsonville – Santa Cruz Rail Corridor (SC-RTC-P02-RTC) in Santa Cruz County.

7.5.2 Impact Analysis

a. Aesthetics and Visual Resources

This alternative would include greater development intensities around transit and within urban centers. Higher density housing in transit areas and urban centers would have the potential to impact scenic vistas on designated scenic highways, along with the gradual transformation toward a more urban character would occur in many parts of the AMBAG region. Land use development envisioned under this alternative would be denser than the proposed 2045 MTP/SCS and would result in greater aesthetic impacts to scenic resources in

the developed portions of the AMBAG region. As land use development would be denser in infill areas, there would be less development in scenic viewshed areas and this alternative would result in fewer changes in character from rural to urban. Impacts to scenic resources would be less under this alternative compared to the 2045 MTP/SCS. Nevertheless, impacts related to visual character would be significant and unavoidable as with the 2045 MTP/SCS.

Implementation of transportation projects under this alternative would result in fewer visual impacts as compared to the 2045 MTP/SCS, because many of the proposed interchanges, bridges and roadway extensions would not be constructed; however, rail facilities, such as the Coast Rail Service and Around the Bay Rail, would be constructed. While the overall level of impact resulting from combined transit improvements and land use projects would be less when compared to the 2045 MTP/SCS, impacts would remain significant and unavoidable.

b. Agriculture and Forestry Resources

Land use development under this alternative would further concentrate higher density housing in transit and urban areas. Impacts from land use projects to agricultural resources would be less than impacts under the 2045 MTP/SCS, as development would not extend into agricultural land to the same extent. This impact would be less than for the proposed 2045 MTP/SCS, but would remain significant and unavoidable because some development on Important Farmland could still occur.

This alternative would result in fewer transportation infrastructure projects being constructed, including roadway widening and other projects that could directly convert agricultural land to non-agricultural use. This alternative would emphasize development of transit and higher density land uses rather than transportation infrastructure projects envisioned under the 2045 MTP/SCS and would result in fewer roadway projects that could extend into agricultural uses. Because transit projects would be prioritized, roadway widening would be less likely to occur under this alternative. Mitigation would still be required under this alternative and would further reduce impacts. The impact to agricultural resources resulting from transportation improvements under this alternative would be less than under the 2045 MTP/SCS, but would remain significant and unavoidable because some development on Important Farmland could still occur.

Forestland in the AMBAG region is located primarily in the Santa Cruz County area. This alternative would result in less dispersed land use and development than the 2045 MTP/SCS. As such, less development would occur in forestland and impacts would be reduced when compared to the 2045 MTP/SCS. Impacts would be less than significant, as they are for the 2045 MTP/SCS.

c. Air Quality

Under this alternative, the land use development pattern would have higher densities in urban areas near transit. As such, more sensitive receptors would be exposed to health risks from TACs during construction or operation. Long term operational impacts related to PM₁₀ and exposing sensitive receptors would be similar to the 2045 MTP/SCS, as shown in

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Table 7-5. As a result, exposure to substantial hazardous air pollutant concentrations and objectionable odors would remain significant and unavoidable, as under the 2045 MTP/SCS.

Implementation of this alternative would reduce short-term air quality impacts from construction activity. As shown in Table 7-5, ROG, NO_x, and CO emissions would be lower compared to the proposed 2045 MTP/SCS due to a decrease in VMT (see also Modeling Methodology in Appendix F to the 2045 MTP/SCS). However, PM₁₀ and SO_x emissions would remain the same.

Table 7-5 Regional Emissions Analysis for Alternative 3

Scenario	VMT	ROG Emissions (tons/day)	NO _x Emissions (tons/day)	PM ₁₀ Emissions (tons/day) ¹	CO Emissions (tons/day)	SO _x Emissions (tons/day)
2045 MTP/SCS	20,032,142	1.72	3.71	1.15	17.51	0.05
Alternative 3	19,904,230	1.71	3.69	1.15	17.45	0.05

VMT = vehicle miles traveled; ROG = reactive organic gases; NO_x = nitrous oxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; CO = carbon monoxide; SO_x = sulfur oxide

¹ PM₁₀ includes tire wear and brake wear emissions.

Source: On-road motor vehicle emissions were calculated by AMBAG using EMFAC2017. Refer to 2045 MTP/SCS Chapter 5 and Appendix G for complete methodology.

The lower emissions would be due to lower VMT expected under this alternative. Impacts, however, would remain significant and unavoidable, as under the 2045 MTP/SCS. Overall, air quality impacts would therefore be less under this alternative when compared to the 2045 MTP/SCS.

d. Biological Resources

This alternative would further emphasize an infill approach to land use and housing. As with the proposed 2045 MTP/SCS, development would primarily occur in already urbanized areas and would not result in development of areas that provide habitat for special status plant and animal species. Implementation of this alternative would also reduce impacts to biological resources resulting from transportation improvement projects, as fewer roadway extensions, widening projects and creek crossings would occur under this alternative. Overall impacts to special status plants, animals, wetlands and/or riparian habitat and wildlife movement outside developed urban areas would therefore be reduced when compared the 2045 MTP/SCS. However, impacts would remain significant and unavoidable.

e. Cultural Resources

As described in Section 4.5, *Cultural Resources*, some of the 2045 MTP/SCS projects may be located in proximity to historical resources or include repair or replacement of potentially historical structures (e.g., bridges). Under this alternative, many of the projects that would include repair or replacement of potentially historic resources would still occur, such as the Gonzales River Road Bridge Replacement and Johnson Road Bridge Replacement in Monterey

County. Impacts to historical resources would therefore be similar compared to the 2045 MTP/SCS. Land use development impacts under this alternative could be greater as there is greater potential to redevelop and demolish historic structures in urbanized areas.

Land use development and ground disturbance activities would be less than under the 2045 MTP/SCS. As such, the potential for uncovering known or unknown archaeological resources as a result of land use development would be reduced under this alternative. Implementation of this alternative would involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS, as fewer road widening projects and other ground-disturbing transportation infrastructure projects would be developed. As such, impacts to archaeological resources from transportation projects would also be reduced when compared to the 2045 MTP/SCS. Although overall archaeological resources impacts would be reduced, the potential would remain for unearthing known or previously unidentified resources. As such, impacts would remain significant and unavoidable.

f. Energy

Energy use will increase over time as the result of regional socioeconomic (population and employment) growth, regardless of implementation of the 2045 MTP/SCS. The Infill and Transit Focus Alternative would rely on telecommuting which would result in increased energy use in areas slated for development but would reduce energy use in office development areas. Additionally, an emphasis on telecommuting would reduce energy use from vehicles as more people would not be driving to and from office areas. As discussed in Section 4.6, *Energy*, the 2045 MTP/SCS would not result in inefficient, unnecessary, or wasteful direct or indirect consumption of energy, and would be consistent with applicable energy conservation policies. Because this alternative would result in less construction of transportation infrastructure, such as roadway widening, overall energy use associated with transportation construction activities would be reduced when compared to the 2045 MTP/SCS. This alternative would not include many of the capital improvements envisioned under the proposed 2045 MTP/SCS that would improve transportation efficiency and reduce regional energy demand. Because this alternative would reduce vehicular travel, energy use would be reduced. Impacts related to inefficient, unnecessary, or wasteful direct or indirect energy consumption would be reduced when compared to the 2045 MTP/SCS, and would similarly remain less than significant.

g. Geology and Soils

Similar to the proposed 2045 MTP/SCS, this alternative would replace inadequate existing structures, such as existing buildings and bridges, and would reduce the potential for these existing structures and people using these structures to be harmed by geologic hazards and would be the same as the proposed 2045 MTP/SCS. Development under the Infill and Transit Focus Alternative would also be required to comply with the California Building Code and requirements set forth by the Alquist Priolo Zone Act. The land use development pattern under this alternative would be higher density, which would increase seismic hazards and potential risks to people. Overall, seismic related impacts would be similar to the 2045

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MTP/SCS. Implementation of mitigation measures, as under the 2045 MTP/SCS, would still be required and impacts would remain significant and unavoidable.

Impacts related to erosion and loss of topsoil would be less than significant pursuant to compliance with existing regulations, similar to the 2045 MTP/SCS. Because this alternative does not include as many new interchanges, bridges, roads and fixed facilities, there would be less exposure of new structures to hazardous geologic conditions, including liquefaction, expansive soils, landslides, ground-shaking and flooding. Implementation of this alternative would also involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS, as construction of infrastructure for transit would disturb a smaller area. Development under the Infill and Transit Focus Alternative would also be required to comply with the California Building Code and requirements set forth by the Alquist Priolo Zone Act. Therefore, impacts would be less compared to the 2045 MTP/SCS and impacts would remain less than significant.

Impacts to paleontological resources would be less under this alternative compared to the 2045 MTP/SCS as development outside of urbanized areas would be less, but would still result in significant and unavoidable impacts, similar to the 2045 MTP/SCS. Projects located within mineral resource zones would still be required to comply with the California Surface Mining and Reclamation Act, as would all projects under the 2045 MTP/SCS, and as such impacts would remain less than significant, as under the 2045 MTP/SCS. Therefore, impacts to geology and soils and mineral resources would be reduced compared to the 2045 MTP/SCS and would remain less than significant. Impacts to paleontological resources would be significant and unavoidable but would be reduced under this alternative.

h. Greenhouse Gas Emissions

The Infill and Transit Focus Alternative would result in fewer impacts associated with GHG emissions during construction activities for transit projects as the scale of construction would be smaller. Table 7-6 compares the total GHG emissions and the per capita GHG emissions for Alternative 3 and the 2045 MTP/SCS. As shown therein, Alternative 3 would decrease total GHG emissions from ~~4,151,818~~4,157,309 MT CO₂e/year for the 2045 MTP/SCS to ~~4,139,793~~4,145,283 MT CO₂e/year, a decrease of 12,025, or 0.29 percent. Per capita emissions would decrease from ~~4.774.78~~ to ~~4.764.77~~ MT CO₂e per service population per year, a decrease of 0.01 percent. This decrease is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS.

Table 7-6 Alternative 3, Net Change in Total GHG Emissions

Scenario	Alternative 3	2045 MTP/SCS
On-Road Mobile Emissions from VMT (MT CO ₂ e/year)	1,856,210	1,868,236
Land Use Emissions from Table 4.8-1 ¹ (MT CO ₂ e/year)	2,283,582 2,289,073	2,283,582 2,289,073
Total	44,139,793 4,145,283	4,151,818 4,157,309
Population (persons)	869,776	869,776
Per Capita (MT CO ₂ e per service population per year)	4.76 4.77	4.77 4.78

MT = metric tons; CO₂ = carbon dioxide; CO₂e = carbon dioxide equivalent

¹ Refer to Section 4.8, *Greenhouse Gas Emissions/Climate Change*

Source: Total GHG emissions were calculated by AMBAG. Refer to 2045 MTP/SCS Chapter 5 and Appendix F for complete methodology.

i. Hazards and Hazardous Materials

This alternative would result in fewer infrastructure projects being constructed, thereby reducing hazardous material use, storage and transportation resulting from construction of those projects. However, the volume of hazardous materials being transported to support land use development in the region would remain the same. Because the Infill and Transit Focus Alternative would be subject to existing regulations and programs, impacts relating to routine transport, use, or disposal of hazardous materials; risk of upset and accident conditions; emissions within one-quarter mile of a school; airport hazards; and interference with emergency response and evacuation plans would be less than significant, similar to 2045 MTP/SCS. Overall hazards and hazardous materials impacts would be similar under this alternative as under the 2045 MTP/SCS.

j. Hydrology and Water Quality

This alternative would further emphasize an infill approach to land use and housing. As such, land development would result in fewer impervious surfaces than would be expected under the 2045 MTP/SCS. Nonetheless, infill development would generate runoff that would include urban pollutants such as heavy metals from auto emissions, oil, and grease, similar to projects under the 2045 MTP/SCS. Therefore, impacts to water quality would be less than those of the 2045 MTP/SCS because less development would occur that would result in additional impervious surfaces. Infill development would generate runoff that would include urban pollutants similar such as heavy metals from auto emissions, oil, and grease, similar to the 2045 MTP/SCS. Therefore, impacts to water quality would be similar to water quality impacts of the 2045 MTP/SCS.

This alternative would result in similar transportation infrastructure projects being constructed as the 2045 MTP/SCS. Therefore, this alternative would result in similar water quality impacts resulting from construction-related erosion and sedimentation and would

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generate the same water demand for dust suppression activities. These impacts would remain less than significant pursuant to compliance with existing regulations, similar to the 2045 MTP/SCS.

Transportation improvements under this alternative, as under the 2045 MTP/SCS, would result in an increase of overall impervious surface area throughout the AMBAG region. New bridges and rail projects would result in new impervious surfaces in the region that would generate significant adverse impacts to surface water quality. Pollutants and chemicals from urban activities would potentially flow into nearby bodies of water and could result in adverse impacts to water quality. Construction projects that would disturb more than one acre, such as new bridges, would be subject to regulations under a NPDES permit. As such, compliance with regulations under the NPDES permit would reduce impacts from new impervious surfaces created from new transportation projects to less than significant. Operation of this alternative, as under the 2045 MTP/SCS, would be required to implement best management practices as listed in the NPDES program to reduce post project stormwater flows to be the same or less than pre project stormwater flows. Transportation projects under this alternative would be required to comply with applicable regulations such as NPDES permits to reduce discharge of pollutants and as such, impacts would be less than significant. The Infill and Transit Focus Alternative would be anticipated to result in impacts to water quality that are overall comparable to the 2045 MTP/SCS; water quality impacts would remain less than significant, pursuant to compliance with existing regulations.

Overall hydrology and water quality impacts would be similar under the Infill and Transit Focus Alternative as the 2045 MTP/SCS and impacts would remain significant and unavoidable.

k. Land Use

As noted in Section 4.11, *Land Use*, the 2045 MTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans and regional, statewide, and federal transportation improvement programs. Higher density housing in urbanized areas, primarily infill, would be anticipated to result in greater conflicts with local land use plans as this alternative would prioritize higher density beyond existing growth projections and would be inconsistent with growth projections of local General Plans, Local Coastal Plans, and Specific Plans.

Development under this alternative would be concentrated in urbanized areas and would consist of primarily infill projects. As such, the land use pattern under this alternative would not result in the physical division of communities and impacts would be similar to the 2045 MTP/SCS.

Development under this alternative could conflict with land use plans, policies, and programs and would continue to require mitigation. As such, implementation of this alternative would conflict with State and local policies and regulations adopted for the purpose of avoiding or mitigating environmental effects.

The Infill and Transit Focus Alternative would not provide vehicular capital improvements anticipated within applicable general plans and transportation improvement programs; however, it would result in greater potential to guide development to meet social, economic, and environmental goals and policies of the region as anticipated under the 2045 MTP/SCS.

Under this alternative, impacts related to physically dividing an established community would be similar and impacts due to a conflict with any land use plan, policy, or regulation would be greater when compared to the 2045 MTP/SCS and would remain less than significant.

I. Noise

Land use development under this alternative would occur primarily in infill and TOD areas. As such, increased noise levels from increased transit onto development in the area would be greater than under the 2045 MTP/SCS and would result in more sensitive receivers exposed to greater sound levels. Increased ambient noise levels for sensitive receivers in these areas would be significant and unavoidable under this alternative, as it is for the 2045 MTP/SCS.

From a programmatic perspective, this alternative would result in less construction activity. This would reduce temporary noise impacts throughout the AMBAG region.

Although vehicular transportation projects would not be prioritized in this alternative and noise would generally be reduced as compared to the 2045 MTP/SCS, cumulative regional traffic volumes would increase regardless of implementation of the 2045 MTP/SCS or this alternative. Whether noise impacts would be greater or less than those anticipated under the 2045 MTP/SCS remains dependent on site specific considerations that cannot currently be known. Regionally, the difference in VMT between the 2045 MTP/SCS and the Infill and Transit Focus Alternative is not enough to noticeably change overall noise levels in the region. Mobile source noise levels resulting from traffic would be slightly less under the Infill and Transit Focus Alternative than the 2045 MTP/SCS as this alternative would result in less VMT.

Because additional transit improvements would be implemented under this alternative, the potential for increased transit noise would be increased under the Infill and Transit Focus Alternative.

Construction and operation of future development under this alternative could be located in close proximity to a public airport or private airstrip, as under the 2045 MTP/SCS, and would result in exposure of people residing or working in the area to excessive noise levels. As under the 2045 MTP/SCS, this alternative could result in the exposure of people residing or working near public airports or private airstrips to excessive noise levels. Mitigation measures identified in Section 4.12, *Noise*, would continue to be required under this alternative and impacts would be similar as under the 2045 MTP/SCS and would remain significant and unavoidable.

Construction vibration of transportation projects or land use projects under this alternative could result in excessive groundborne vibration. Some cities and counties in the AMBAG region include specific regulations in their municipal code to reduce construction vibration impacts. As under the 2045 MTP/SCS, this alternative would include mitigation to reduce

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physical impacts due to vibration and as such, impacts would be similar to the 2045 MTP/SCS and would remain significant and unavoidable.

Overall, noise-related impacts across the region would be similar to the 2045 MTP/SCS, and would continue to be significant and unavoidable.

m. Population and Housing

The Infill and Transit Focus Alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, impacts related to population growth would be to the same as for the 2045 MTP/SCS and would continue to be significant and unavoidable. Temporary displacement as a result of more infill projects could occur; however, this displacement would be offset by an increase in housing units. Compliance with regulations under the Federal Uniform Relocation and Real Property Acquisition Policies Act would further reduce impacts to less than significant, as under the 2045 MTP/SCS. Overall population and housing impacts would be similar to the 2045 MTP/SCS.

n. Public Services, Recreation, and Utilities

Implementation of this alternative would result in the same population increase in the region by 2045 as the proposed 2045 MTP/SCS. As such, expected demand on public services and recreation would be similar to the 2045 MTP/SCS, and may require the construction of new or expanded facilities to meet demand. This impact would remain significant and unavoidable, as it is for the 2045 MTP/SCS. This alternative would further emphasize on transit projects and higher density, infill housing. Higher density housing in transit and urban areas would reduce impacts related to the provision of public services, since services already exist in these areas. Thus, impacts to utilities would be reduced compared to the 2045 MTP/SCS, but would remain significant and unavoidable.

Increases to water demand are primarily associated with increased population levels. This alternative assumes the same population growth and land use pattern that would increase density compared to the 2045 MTP/SCS. Water supply system demands would be similar as population growth would be the same. Demand would increase in urbanized areas where water infrastructure already exists. As such, future water demand associated with this alternative would be similar to water demand of the 2045 MTP/SCS. This impact, which is significant and unavoidable for the 2045 MTP/SCS, would be similar under this alternative, and mitigation measures under the 2045 MTP/SCS would still apply. Impacts would remain significant and unavoidable.

o. Transportation

This alternative incorporates less dispersed land use and development and a more compact growth footprint than the proposed MTP/SCS, and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in VMT. Alternative 3 would generate 19,904,230 daily VMT in 2045 compared to 20,032,142 daily VMT for the 2045 MTP/SCS – a decrease of 127,912, or 0.64

percent. This decrease is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS. Overall, impacts related to transportation would be similar under this alternative, and would remain significant and unavoidable.

p. Tribal Cultural Resources

Under this alternative, land use development would occur in infill areas to a greater extent than the 2045 MTP/SCS. Higher density development within already urbanized areas would reduce ground disturbance, as less disturbance would occur outside these areas. Implementation of this alternative would also involve less ground disturbance associated with transportation improvements than would occur under the 2045 MTP/SCS. As such, the potential to disturb tribal cultural resources, including ancestral remains and sacred sites, would decrease under this alternative. Future projects would still be required to comply with AB 52, which would encourage tribal consultation with local California Native American tribes and require the identification of project specific substantial adverse effects on tribal cultural resources and appropriate project specific mitigation measures. If it is determined that a specific project would result a substantial adverse change in the significance of a tribal cultural resource, the impact would be significant. This significant impact would occur for projects under the Infill and Transit Focus Alternative, as it would for the 2045 MTP/SCS. Therefore, impacts would be significant and unavoidable, as they would be for the 2045 MTP/SCS, but would be reduced compared to the 2045 MTP/SCS due to the reduced level of ground disturbance outside of urban areas.

q. Wildfire

The land use pattern under this alternative would construct higher density housing in urban areas which would reduce the amount of land development within and near wildland urban interface areas. However, there is still the potential for development under this alternative to result in exacerbated wildfire risk. Exacerbated wildfire risk would result in additional impacts related to flooding, landslides, and other associated hazards. Under this alternative, mitigation would still be required; however, impacts would still be significant and unavoidable, as under the 2045 MTP/SCS.

The proposed 2045 MTP/SCS would focus housing on infill and TOD areas and would decrease the vulnerability of people and structures to wildland fire by reducing development in urban wildland interface areas. While development of both land use and transportation structures under this alternative would still be required to comply with the California Fire Code, and mitigation would still be required, impacts under this alternative would remain significant and unavoidable as potential risks from wildfire cannot be feasibly reduced to less than significant. Overall, wildfire impacts would be reduced when compared to the 2045 MTP/SCS, but would remain significant and unavoidable.

7.6 Environmentally Superior Alternative

State CEQA Guidelines Section 15126.6 requires that an EIR identify the environmentally superior alternative among the alternatives analyzed. Section 15126.6(d)(2) states that if the

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No Project Alternative is identified as the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives analyzed. This section compares the impacts of the three alternatives under consideration to those of the 2045 MTP/SCS, in compliance with the *State CEQA Guidelines*.

Table 7-7 shows whether each alternative would have impacts that are less than, similar to, or greater than the 2045 MTP/SCS for each of the issue areas studied.

Based on the above analysis and summary in Table 7-7, Alternative 3 is the environmentally superior alternative, assuming all environmental issue areas are weighted equally. Under Alternative 3, land use patterns would be concentrated in infill and TOD areas. Alternative 3 would result in a higher density development pattern than the 2045 MTP/SCS. Alternative 3 could be considered environmentally superior to the 2045 MTP/SCS primarily because, as shown in Table 7-7, overall impacts to the following resources would be less: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change).

However, Alternative 3 would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project. Alternative 3 may not be feasible in that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 3 to be implemented.

The No Project Alternative (Alternative 1) would result in a less dense development pattern compared to the 2045 MTP/SCS, with Alternative 1 continuing existing land use trends. Because of the increased land development outside of existing urbanized areas, Alternative 1 would result in more ground disturbance than the 2045 MTP/SCS. Consequently, compared to the 2045 MTP/SCS, Alternative 1 would have greater overall impacts to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, land use, noise, transportation, and tribal cultural resources, as shown in Table 7-7. It would also fail to meet most basic project objectives.

Alternative 2 would result in the same development pattern as the 2045 MTP/SCS. As such, this alternative would result in the same conflicts with land use plans, policies, and regulations as the 2045 MTP/SCS. As shown in Table 7-7, Alternative 2 would result in mostly similar impacts, with some reduced impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, and tribal cultural resources.

Table 7-7 Impact Comparison of Alternatives

Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Aesthetics and Visual Resources				
Impact AES-1: Have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway	SU	<	=	<
Impact AES-2: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site or its surroundings; if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality	SU	>	<	<
Impact AES-3: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area	SU	>	=	<
Agriculture and Forestry Resources				
Impact AG-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use; OR Conflict with existing zoning for agricultural use, or a Williamson Act contract; OR Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use	SU	>	=	<
Impact AG-2: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)); AND Result in the loss of forest land or conversion of forest land to non-forest use	LTS	>	=	<
Air Quality				
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan	LTS	>	=	=
Impact AQ-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	SU	>	>	<

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Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative 2: Transportation Modes		Alternative 3: Infill and Transit Focus
Impact AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	SU	>	>		<
Impact AQ-4 & 5: Expose sensitive receptors to substantial pollutant concentrations	SU	<	=		<
Impact AQ-6: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	LTS	<	=		<
Biological Resources					
Impact BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	SU	>	<		<
Impact BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; AND Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	SU	>	<		<
Impact BIO-3: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	SU	>	<		<
Impact BIO-4: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	>	=		<
Impact BIO-5: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	>	=		<

Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Cultural Resources				
Impact CR-1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	SU	<	<	=
Impact CR-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>State CEQA Guidelines</i> Section 15064.5	SU	>	=	<
Impact CR-3: Disturb any human remains, including those interred outside of formal cemeteries	LTS	>	=	<
Energy				
Impact E-1: Result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (including transportation), based on whether the project would: a) Result in an increase in overall per capita energy consumption relative to baseline conditions, or otherwise use energy in an inefficient, wasteful, or unnecessary manner	LTS	=	=	<
Impact E-2: Result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (including transportation), based on whether the project would: b) Result in an increased reliance on fossil fuels and decreased reliance on renewable energy sources	LTS	=	=	<
Impact E-3: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS	=	=	=
Geology and Soils				
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides	LTS	>	<	=
Impact GEO-2: Result in substantial soil erosion or the loss of topsoil	LTS	>	<	<

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Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Impact GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; OR Be located on expansive soil, creating substantial risks to life or property	LTS	>	=	<
Impact GEO-4: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater	LTS	>	=	=
Impact GEO-5: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	SU	>	<	<
Impact GEO-6: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; AND Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan	LTS	=	=	=
Greenhouse Gas Emissions				
Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. An increase that exceeds the following threshold would be considered a significant impact: a) A net increase in GHG emissions by 2045 compared to baseline 2020 conditions	SU	=	=	=
Impact GHG-2: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. An increase that exceeds the following threshold would be considered a significant impact: a) A net increase in GHG emissions by 2045 compared to baseline 2020 conditions	LTS	=	=	=
Impact GHG-3: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Any conflict with the following thresholds would be considered a significant impact: a) Conflict with regional SB 375 per capita passenger vehicle CO ₂ emission reduction targets of 6 percent by 2035 from 2005 levels.	SU	=	=	=

Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
b) Conflict with state's ability to achieve SB 32 GHG reduction target, which aims to reduce statewide emissions to 40 percent below 1990 levels by 2030 c) Conflict with state's ability to achieve EO S-3-05 GHG reduction 2050 goal, which aims to reduce statewide emissions to 80 percent below 1990 levels by 2050 and EO B-55-18; or d) Conflict with applicable local GHG reduction plans				
Hazard and Hazardous Materials				
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; OR Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	LTS	=	<	=
Impact HAZ-2: Emit hazardous emissions or handles hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school	LTS	=	=	=
Impact HAZ-3: Be located on a site which is included on a list of hazardous materials compiled by the Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment	SU	=	=	=
Impact HAZ-4: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area	LTS	=	=	=
Impact HAZ-5: Impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan	LTS	=	=	=
Hydrology and Water Quality				
Impact HWQ-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; AND Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a) Result in substantial erosion or siltation on- or off-site	LTS	=	<	=

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Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Impact HWQ-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; AND Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	LTS	>	=	=
Impact HWQ-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: b) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site c) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	LTS	<	<	=
Impact HWQ-4: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would d) Impede or redirect flood flows; AND In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	LTS	<	<	=
Land Use				
Impact LU-1: Physically divide an established community	LTS	=	=	=
Impact LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including, but not limited to, the General Plan, Local Coastal Program, or Zoning Ordinance) and result in a physical change to the environment not already addressed in other resource chapters of this EIR	LTS	>	=	>
Noise				
Impact N-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; AND Generation of a substantial absolute noise increase over existing noise levels	SU	=	<	=

Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Impact N-2: Generation of excessive ground-borne vibration or ground-borne noise levels	SU	>	=	=
Impact N-3: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; AND Generation of a substantial absolute noise increase over existing noise levels	SU	=	=	=
Impact N-4: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; AND Generation of a substantial absolute noise increase over existing noise levels	SU	=	=	=
Impact N-5: Generation of excessive ground-borne vibration or ground-borne noise levels	SU	>	=	=
Impact N-6: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels	SU	>	=	=
Population and Housing				
Impact PH-1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)	LTS	=	=	=
Impact PH-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	LTS	<	<	=
Public Services, Recreation, and Utilities				
Impact PSU-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: a. Fire protection, b. Police services,	SU	=	=	=

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Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
d. Parks, or e. Other public facilities				
Impact PSU-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: c. Schools	SU	=	=	=
Impact PSU-3: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment	SU	=	=	=
Impact PSU-4: Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects; Result in a determination by the wastewater treatment provider which serves or may serve the project that has inadequate capacity to serve the project's projected demand in addition to the provider's existing communities	SU	=	=	=
Impact PSU-5: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	SU	=	=	=
Impact PSU-6: Not comply with federal, state and local statutes and regulations related to solid waste	LTS	=	=	=
Impact PSU-7: Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years	SU	>=	=	=

Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Transportation				
Impact T-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any increase in the following performance indicators would be considered a significant impact: a. Percent of jobs outside of ½ mile of a high-quality transit stop; b. Substantially disrupt transit service; or c. Result in inconsistencies with adopted bicycle and pedestrian facilities plans	LTS	>	=	=
Impact T-2: Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) in either of the following manners: a. A change in vehicle miles traveled per capita in the region that fails to reach 15 percent below existing VMT per capita conditions would be considered a significant impact; or b. A substantial increase in induced travel due to roadway capacity expansions would be considered a significant impact	LTS	=	=	=
Impact T-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LTS	=	=	=
Impact T-4: Result in inadequate emergency access	LTS	=	=	=
Tribal Cultural Resources				
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); AND Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1	SU	>	<	<

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Impacts	2045 MTP/SCS	Alternative 1: No Project Alternative	Alternative 2: Alternative Transportation Modes	Alternative 3: Infill and Transit Focus
Wildfire				
Impact W-1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:	SU	>	=	<
a) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire				
b) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment				
c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes				
d) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires				
Note: Comparison of impacts is based on the overall impact of the alternative on the resource or issue.				
< Alternative impacts would be less than those of the 2045 MTP/SCS				
= Alternative would result in impacts similar to the 2045 MTP/SCS				
> Alternative impacts would be greater than those of the 2045 MTP/SCS				

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8.2 List of Preparers

This EIR was prepared by AMBAG, with the assistance of Rincon Consultants, Inc. AMBAG and consultant staff involved in the preparation of the EIR are listed below.

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Appendix A

Notice of Preparation and NOP Response Letters



Notice of Preparation for an Environmental Impact Report

**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

The 2045 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz and Monterey counties. The 2045 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Regional Transportation Plans for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The Regional Transportation Plans address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit www.ambag.org or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2045. The RTPs address all forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission (CTC) to describe the transportation issues and needs facing

each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from the RTPAs for San Benito, Santa Cruz, and Monterey counties, is currently reviewing SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional greenhouse gas reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail.

The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Wildfire

The EIR also will address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use

plans and a transportation network comprised of committed transportation projects.

- **Active Transportation Mode and Transit Prioritized Alternative** – The Active Transportation Mode and Transit Prioritized Alternative would prioritize active transportation projects (e.g., bike lanes, pedestrian improvements) and public transit projects (e.g., bus stops, bus lanes) over projects that would improve or add to the road system that primarily serves personal motor vehicles. Thus, this alternative would encourage more active transportation and transit use in the region at an earlier date.
- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2045 MTP/SCS Location Map



 Project Location
(County Boundaries)



Fig. 1. Project Location



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 10, 2020

Heather Adamson
Association of Bay Area Governments
24580 Silver Cloud Court
Monterey, California 93940
hadamson@ambag.org

**Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable
Communities Strategy and Regional Transportation Plans (Project)
Notice of Preparation (NOP)
SCH#: 2020010204**

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received the NOP from the Association of Bay Area Governments for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Water Pollution: Pursuant to Fish and Game Code section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without appropriate mitigation measures, implementation of the Project could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and United States Army Corps of Engineers also have jurisdiction regarding discharge and pollution to Waters of the State.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on Project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Bay Area Governments

Objective: The proposed Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout Monterey, Santa Cruz and San Benito Counties. Specifically, the Project is intended to implement Regional Transportation Planning Agency goals regarding future mobility needs and identify programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Project includes the Sustainable Communities Strategy pursuant to the requirements of Senate Bill 375. Accordingly, the Project identifies transportation improvement projects and a land use scenario that would meet Senate Bill 375 greenhouse gas emission requirements.

Location: The Project is located throughout Monterey, San Benito, and Santa Cruz Counties.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the Association of Bay Area Governments in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

There are many special-status resources present within the Project location and these resources may need to be evaluated and addressed prior to any approvals that would allow vegetation- or ground-disturbing activities. CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State and federally endangered as well as State fully protected Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), the State threatened and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State and federally endangered as well as State fully protected blunt-nosed leopard lizard (*Gambelia sila*), the State threatened bank swallow (*Riparia riparia*), the State and federally endangered as well as State fully protected California least tern (*Sternula antillarum browni*), the State endangered and federally threatened western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), the State threatened tricolor blackbird (*Agelaius tricolor*), the State and federally endangered least Bell's vireo (*Vireo bellii pusillus*), the State endangered and fully protected bald eagle (*Haliaeetus leucocephalus*), the State and federally endangered as well as State fully protected California condor (*Gymnogyps californianus*), the State fully

protected white-tailed kite (*Elanus leucurus*), the State threatened Nelson's antelope squirrel (*Ammospermophilus nelsoni*), the State and federally endangered giant kangaroo rat (*Dipodomys ingens*), the State and federally endangered Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*), the State candidate for listing as threatened foothill yellow-legged frog (*Rana boylei*), the State and federally endangered California Ridgway's rail (*Rallus obsoletus obsoletus*), the State candidate for listing as endangered western bumble bee (*Bombus occidentalis*), the State candidate for listing as endangered crotch bumble bee (*Bombus crotchii*), the State endangered San Francisco popcornflower (*Plagiobothrys diffusus*), the State threatened surf thistle (*Cirsium rhotophilum*), the State and federally endangered marsh sandwort (*Arenaria paludicola*), the State and federally endangered Menzies' wallflower (*Erysimum menziesii*), the State threatened beach spectaclepod (*Dithyrea maritima*), the State endangered and federally threatened Santa Cruz tarplant (*Holocarpha macradenia*), the State threatened and federally endangered Gambel's water cress (*Nasturtium gambelii*), the State and federally endangered Nipomo Mesa lupine (*Lupinus nipomensis*), the State threatened and federally endangered La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*), the State and federally endangered Indian Knob mountainbalm (*Eriodictyon altissimum*), the State rare and federally endangered Pismo clarkia (*Clarkia speciosa* ssp. *immaculata*), the State rare and federally threatened Camatta Canyon amole (*Chlorogalum purpureum* var. *reductum*), the State rare Cuesta Pass checkerbloom (*Sidalcea hickmanii* ssp. *anomala*), the State endangered Hearsts' manzanita (*Artostaphylos hookeri* ssp. *hearstiorum*), the State rare Dudley's lousewort (*Pedicularis dudleyi*), the State rare Hearsts' ceanothus (*Ceanothus hearstiorum*), the State rare adobe sanicle (*Sanicula maritima*), the State and federally endangered Chorro Creek bog thistle (*Cirsium fontinale* var. *obispoense*), the State threatened and federally endangered Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), the State endangered seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), the State and federally listed Santa Cruz wallflower (*Erysimum teretifolium*), the State endangered and federally threatened marbled murrelet (*Brachyramphus marmoratus*), the State endangered and federally threatened Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), the State threatened and State fully protected California black rail (*Laterallus jamaicensis coturniculus*), the State and federally endangered coho salmon - central California coast ESU (*Oncorhynchus kisutch*), the State and federally endangered white-rayed pentachaeta (*Pentachaeta bellidiflora*), the State and federally endangered Scotts Valley polygonum (*Polygonum hickmanii*), and the following State species of special concern: burrowing owl (*Athene cunicularia*), western pond turtle (*Actinemys marmorata*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), tidewater goby (*Eucyclogobius newberryi*), California giant salamander (*Dicamptodon ensatus*), black swift (*Cypseloides niger*), Townsend's big-eared bat (*Corynorhinus townsendii*), northern California legless lizard (*Anniella pulchra*), Santa Cruz black salamander (*Aneides niger*), western snowy plover (*Charadrius alexandrinus nivosus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), and American badger (*Taxidea taxus*).

Due to the very limited information provided in the Project description, CDFW is only able to provide general comments regarding potential impacts to State-listed species. CDFW will provide more substantive comments when specific Project description details are provided, such as specific routes and/or specific Project construction locations, when the Environmental Impact Report (EIR) prepared for this Project is circulated for public review. Please note that the large-scale tri-county Project involves multiple CDFW Regions: Region 3 (Bay Delta Region), Region 4 (Central Region), and potentially Region 7 (Marine Region). The general comments below pertain to the coastal area of California in Santa Cruz and Monterey Counties in CDFW Region 7, inland Santa Cruz County in CDFW Region 3, and inland Monterey and San Benito Counties in CDFW Region 4.

I. Environmental Setting and Related Impact

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: State Fully Protected Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State fully protected species are known to occur within the Project area (CDFW 2020). CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Take, as defined by Fish and Game Code section 86 is to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill", of any fully protected species is prohibited and CDFW cannot authorize their incidental take. Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific Impacts: Without appropriate avoidance and minimization measures for fully protected species, potentially significant impacts associated with Project activities may include, but are not limited to, burrow collapse, inadvertent entrapment, reduced reproductive success, reduced health and vigor, nest abandonment, loss of nest trees, and/or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality.

Evidence impact would be significant: The Project will involve noise, groundwork, use of heavy machinery, and movement of workers that may occur in or

directly adjacent to habitat and thus have the potential to significantly impact fully protected species populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to fully protected species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: Fully Protected Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project site or its vicinity contains suitable habitat for fully protected raptors.

Recommended Mitigation Measure 2: Fully Protected Species Surveys

CDFW recommends that focused surveys following a species-specific protocol or methodology, if applicable, be conducted by experienced biologists at the Project site prior to Project implementation to avoid impacts to these species. If Project activities are to take place when fully protected species are active, CDFW recommends that additional pre-activity surveys for active nests or above-ground individuals be conducted by a qualified biologist no more than ten days prior to the start of Project activities.

Recommended Mitigation Measure 3: Fully Protected Species Avoidance

In the event a fully protected species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. Detection during surveys or construction activities warrants consultation with CDFW to discuss how to implement the Project and avoid take. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that an appropriate no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to fully protected species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance.

CDFW recommends that the Project completely avoid impacts to Santa Cruz long-toed salamander. Santa Cruz long-toed salamander is a State fully protected species located only within Santa Cruz and Monterey counties. CDFW is unable to issue permits for take of Santa Cruz long-toed salamander, which includes take

during species-specific surveys, unless they are conducted for scientific purposes pursuant to Fish and Game Code section 2081(a) or a project has an approved Natural Communities Conservation Plan pursuant to Fish and Game Code section 2800. Therefore, CDFW recommends impacts to Santa Cruz long-toed salamander be completely avoided. Contacting CDFW for assistance with avoidance measures is recommended.

COMMENT 2: State Threatened or Endangered Wildlife Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State threatened or endangered wildlife species are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories or habitats have the potential to significantly impact these species.

Specific impact: Impacts to State-listed wildlife species include, but are not limited to, inability to reproduce, capture, burrow/den collapse, crushing as a result of burrow collapse, entombment, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, nest abandonment, loss of nest trees/breeding habitat, or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Unauthorized take of species listed as threatened or endangered pursuant to CESA is a violation of Fish and Game Code.

Evidence impact would be significant: Approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, use of heavy machinery, and movement of workers that could affect these State-listed wildlife species throughout the Project location.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State-listed wildlife species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 5: State-listed Wildlife Species Focused Surveys

CDFW recommends that the Project area be surveyed for State-listed wildlife species by a qualified biologist following species-specific protocol-level surveys, if applicable. Protocol-level surveys contain methods that, when adhered to, are intended to maximize detectability. In the absence of protocol-level surveys being

performed or when performed outside of the parameters of the methodology, additional surveys may be necessary.

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance

In the event a State-listed wildlife species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that a no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to State-listed wildlife species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 7: State-listed Species Take Authorization

If a State-listed wildlife species is identified and detected during surveys or during project implementation, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, take authorization through acquisition of an Incidental Take Permit (ITP) issued by CDFW pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.

COMMENT 3: State Threatened, Endangered, or Rare Plant Species in Monterey, San Benito, Santa Cruz Counties

Issue: Special-status plants have been documented to occur in the vicinity of the Project area (CDFW 2020). The Project area contains habitat that may support special-status plants meeting the definition of rare or endangered under Fish and Game Code sections 1901 and 1907 and CEQA Guidelines section 15380.

Specific impact: Without appropriate avoidance and minimization measures potential impacts to special-status plants include inability to reproduce and direct mortality. Unauthorized take of plant species listed as threatened, endangered, or rare pursuant to CESA or the Native Plant Protection Act is a violation of Fish and Game Code.

Evidence impact would be significant: Many special-status plants are narrowly distributed endemic species. These species are threatened with habitat loss and habitat fragmentation resulting from development, vehicle and foot traffic, road maintenance, and introduction of non-native plant species (CNPS 2020). Therefore, impacts of the Project have the potential to significantly impact populations of the species mentioned above.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to special-status plants, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 8: Special-Status Plant Focused Surveys

CDFW recommends that the Project area be surveyed for special-status plants by a qualified botanist following the "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities" (CDFW 2018b). This protocol, which is intended to maximize detectability, includes identification of reference populations to facilitate the likelihood of field investigations occurring during the appropriate floristic period. In the absence of protocol-level surveys being performed, additional surveys may be necessary.

Recommended Mitigation Measure 9: Special-Status Plant Avoidance

CDFW recommends special-status plant species be avoided whenever possible by delineation and observing a no-disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species.

Recommended Mitigation Measure 10: Special-Status Plant Take Authorization

If a State-listed or State rare plant is identified during botanical surveys, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, acquisition of an Incidental Take Permit (ITP) or a Native Plant Protection Act Incidental Take Permit issued by CDFW Pursuant to Fish and Game Code section 2081(b) and/or section 1900 et seq is necessary to comply with CESA and the Native Plant Protection Act.

COMMENT 4: State Species of Special Concern in Monterey, San Benito, Santa Cruz Counties

Issue: State species of special concern are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific impact: Without appropriate avoidance and minimization measures, potential impacts to species of special concern include nest reduction, inadvertent entrapment, reduced reproductive success, reduction in health or vigor of eggs and/or young, and direct mortality.

Evidence impact would be significant: The Project involves ground-disturbing activities in species of special concern habitat. Noise, vegetation removal, use of heavy machinery, movement of workers, and ground-disturbance as a result of Project activities have the potential to significantly impact species of special concern populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State species of special concern, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 11: State Species of Special Concern Focused Surveys

CDFW recommends that a qualified biologist conduct focused surveys for species of special concern no more than ten days prior to Project implementation. In addition, CDFW recommends that focused surveys for eggs/nests occur during the egg-laying season and that any eggs/nests discovered remain undisturbed until the eggs have hatched and the young are no longer dependent on the nest or parental care.

Recommended Mitigation Measure 12: State Species of Special Concern Avoidance

CDFW recommends species of special concern be avoided whenever possible by delineation and observing a no-disturbance buffer. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to species of special concern.

COMMENT 5: Lake and Streambed Alteration in Monterey, San Benito, and Santa Cruz Counties

Issue: The Project area has the potential to contain features subject to CDFW's lake and streambed alteration authority, pursuant to Fish and Game Code section 1600 *et seq.* Ground- and vegetation-disturbing activities associated with the Project have the potential to involve temporary and permanent impacts to these features. CDFW recommends that aquatic features be evaluated to determine whether or not they are subject to CDFW's lake and streambed alteration regulatory

authority and that Notification to CDFW for impacts to features that fall under this regulatory authority be required as conditions of approval in the Project's EIR.

Specific impact: Work within freshwater marsh, wetland, and riparian features has the potential to result in substantial diversion or obstruction of natural flows; substantial change or use of material from the bed, bank, or channel (including removal of riparian vegetation); deposition of debris, waste, sediment, toxic runoff or other materials into water causing water pollution and degradation of water quality.

Evidence impact is potentially significant: The Project area has the potential to include features subject to CDFW's lake and streambed alteration regulatory authority. Construction activities within these features has the potential to impact downstream waters and to significantly impact the remaining acreage of freshwater marsh, wetland, and riparian communities.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of the Project to features subject to CDFW's lake and streambed alteration authority, CDFW recommends conducting the following evaluation of the Project area and including the following measures as conditions of approval in the Project's EIR.

Recommended Mitigation Measure 13: Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if the Project area or its immediate vicinity supports freshwater marsh, wetland, and/or riparian communities.

Recommended Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification

Where applicable, CDFW recommends a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on or within the vicinity of the Project area. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code section 1602, differ. Therefore, CDFW further recommends that the delineation identify both State and Federal wetlands as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code section 2785 (g) defines wetlands; further section 1600 *et seq.* applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for

applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any site evaluations.

Recommended Mitigation Measure 15: Notification of Lake or Streambed Alteration

Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 *et seq.*, therefore in these instances Notification is recommended. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593 for Monterey and San Benito Counties or (707) 428-2002 for Santa Cruz County.

II. Impact Analysis

The CEQA Guidelines (§15126.2) necessitate that the draft EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with implementation of the Project. This includes evaluating and describing impacts such as:

- Potential for take of special-status species;
- Loss or modification of breeding, nesting, dispersal and foraging habitat, including vegetation removal, alternation of soils and hydrology, and removal of habitat structural features (e.g. snags, roosts, overhanging banks, etc.);
- Direct and cumulative impacts to species and biological resources;
- The cumulative impact of the installation of infrastructures within the watershed;
- Permanent and temporary habitat disturbances associated with ground-disturbance, noise, lighting, reflection, air pollution, traffic, or human presence; and
- Obstruction of movement corridors, fish passage, or access to water sources and other core habitat features.

The CEQA document also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project's contribution to the impact (CEQA Guidelines, §15355). Although a project's impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact – e.g., reduction of available habitat for a listed species – should be considered cumulatively considerable without mitigation to minimize or avoid the impact.

III. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than ten days prior to the start of ground or vegetation-disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species, a 500-foot no-disturbance buffer around active nests of non-listed raptors, and a ½-mile buffer for listed bird/raptor species. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW

recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

Federally Listed Species: CDFW recommends consulting with the USFWS and National Marine Fisheries Service (NMFS) on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS and NMFS in order to comply with FESA is advised well in advance of any ground-disturbing activities.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the Association of Bay Area Governments in identifying and mitigating the Project's impacts on biological resources. Due to the large extent of the Project and the limited information provided in the NOP, CDFW recommends a consultation meeting with CDFW to discuss methods to fully address potential impacts to State-listed species and to provide additional species-specific avoidance, minimization, and mitigation measures prior to circulating the EIR. Survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

Heather Adamson
Association of Bay Area Governments
February 10, 2020
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If you have any questions for Project activities in Santa Cruz County, please contact Monica Oey, Environmental Scientist, by telephone at (707) 428-2088, or by electronic mail at Monica.Oey@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014 extension 254, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager (Central Region, Region 4)

cc: United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
Sacramento, California 95825

United States Army Corps of Engineers
San Joaquin Valley Office
1325 "J" Street, Suite #1350
Sacramento, California 95814-2928

Regional Water Quality Control Board
Central Coast Region
895 Aerovista Place, Suite 101
San Luis Obispo, California 93401

NOAA Fisheries West Coast Region
777 Sonoma Avenue, Room 325
Santa Rosa, CA. 95404

ec: Monica Oey
Jeff Cann
Ken Spencer
Linda Connolly
California Department of Fish and Wildlife

Literature Cited

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Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: Fully Protected Habitat Assessment	
Mitigation Measure 2: Fully Protected Species Surveys	
Mitigation Measure 3: Fully Protected Species Avoidance	
Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	
Mitigation Measure 5: State-listed Wildlife Species Focused Surveys	
Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Mitigation Measure 7: State-listed Species Take Authorization	
Mitigation Measure 8: Special-Status Plant Focused Surveys	
Mitigation Measure 9: Special-Status Plant Avoidance	
Mitigation Measure 10: Special-Status Plant Take Authorization	
Mitigation Measure 11: State Species of Special Concern Focused Surveys	
Mitigation Measure 12: State Species of Special Concern Avoidance	
Mitigation Measure 13: Habitat Assessment	
Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification	
Mitigation Measure 15: Notification of Lake or Streambed Alteration	
<i>During Construction</i>	
Mitigation Measure 3: Fully Protected Species Avoidance	
Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Recommended Mitigation Measure 9: Special-Status Plant Avoidance	
Recommended Mitigation Measure 12: State Species of Special Concern Avoidance	

JAN 21 2020



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

January 15, 2020

Heather Adamson
Association of Bay Area Governments
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COMMISSIONER
Julie Tumamait-Stenslie
Chumash

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NAHC HEADQUARTERS
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NAHC.ca.gov

Re: 2020010204, 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans Project, Monterey, Santa Cruz, and San Benito Counties

Dear Ms. Adamson:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

Barry Scott, Director
Coastal Rail Santa Cruz
www.coastalrail.org

February 11, 2020

Heather Adamson, Director of Planning
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

RE: Coastal Rail Santa Cruz Comments on EIR Scope for 2045 Metropolitan
Transportation Plan/Sustainability Communities Strategy and Regional
Transportation Plans

Dear Ms. Adamson:

I appreciate the opportunity to comment on the scope of the Environmental
Impact Report for the 2045 Metropolitan Transportation Plan/Sustainability
Communities Strategy and Regional Transportation Plans.

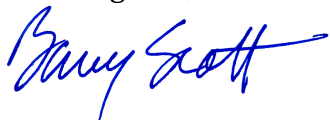
The 2045 MTP/SCS includes assessment of performance measures for both current
and projected metrics. To ensure timely progress on these measures, AMBAG should
consider supporting state efforts to require local jurisdictions to better manage land
use and transportation decisions in tandem.

Coastal Rail Santa Cruz supports efforts to expedite rail transit projects integrated with
existing bus services connect to regional and statewide infrastructure. TAMC seems to
be moving ahead more rapidly than Santa Cruz County in rail projects and we have an
opportunity and a responsibility to commit to investments sooner rather than later.

By utilizing and improving our existing regional rail infrastructure for transit, we will
provide travel options that reduce GHG emissions, as required by the SCS, rather than
increasing them to our collective detriment.

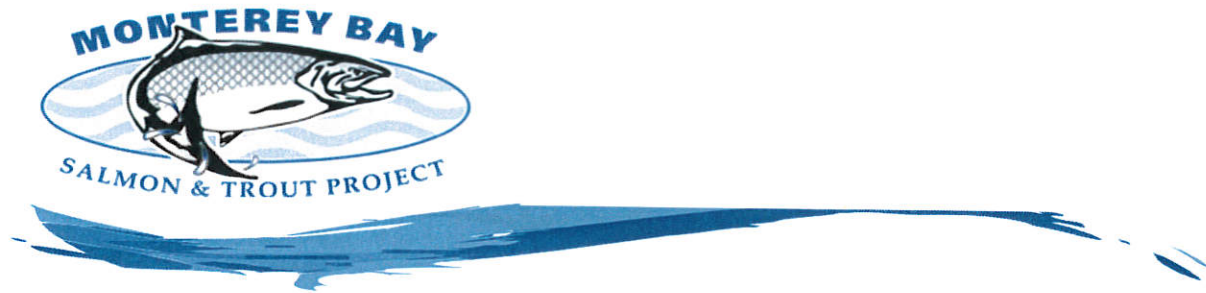
Please include our organization on AMBAG's contact list for all communications
about MTP/SCS activities. Our contact information is below.
Thank you very much for your consideration.

Warmest regards,



Coastal Rail Santa Cruz
260 Rio Del Mar Blvd. #23
Aptos CA 95003
(831) 612-6574
EIN# 81-1153832





January 21, 2020

Association of Monterey Bay Area Governments

Attn: Heather Adamson

24580 Silver Cloud Court

Monterey, CA 93940

Dear Ms. Adamson,

I am sending this letter in response to the Notice of Preparation for an Environmental Impact Report for the 2045 Regional Transportation Plan for San Benito, Santa Cruz, and Monterey Counties. The Monterey Bay Salmon & Trout Project (MBSTP) is a nonprofit organization which has worked toward the mission of conserving and recovering the native salmon and steelhead of the Monterey Bay region for over 40 years. Our work has included operation of a conservation hatchery facility for coho salmon and steelhead in the Scott Creek watershed, enhancement of Monterey Bay's chinook salmon fisheries, support and technical participation in habitat restoration planning, and extensive outreach/education efforts focused on local K-8 students and the general public.

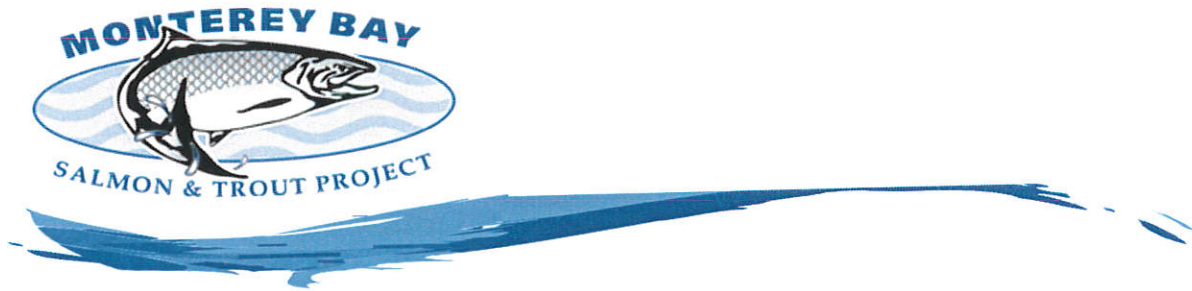
Transportation improvement & development (like the 2045 Metropolitan Transportation Plan) have the potential to directly impact the coastal, estuarine and riparian habitats which are critical to the success and viability of salmon and steelhead populations in our region. The environmental effects of local transportation development on hydrology and water quality may have additional collateral impacts- not only for salmon and steelhead, but virtually all aquatic species living in our local watersheds.

Salmon and steelhead have existed in coastal and riverine habitats of the Monterey Bay region for tens of thousands of years- and they have been culturally & aesthetically important species for indigenous peoples since long before European settlement. They are considered a "keystone species" and are critically important to healthy ecologic function in a wide variety of aquatic and marine systems. Over the past one hundred years, salmon and steelhead in California have undergone a pronounced and continued decline- largely due to the loss of spawning, rearing, and migratory habitats throughout their range. Particularly, human development for transportation projects in estuary habitats has had a particularly large impact

101 Cooper Street, Suite 246

Santa Cruz, CA 95060

<https://mbstp.org>



on the viability of salmonid populations in our region. Salmonids rely heavily upon healthy estuarine habitats to feed and migrate at both their juvenile and adult life stages.

Intact estuary and river habitats are therefore crucial to maintaining the health of this important biological and cultural resource. The MTP Strategy has the commendable stated goal of 'creating more sustainable communities' in our region. On behalf of MBSTP and the species we strive to conserve, I urge you to consider the vitally important resource of salmonids and their habitats within that framework of sustainability. These fish have served an important biological, cultural and aesthetic role in our region for millennia. Our organization is hopeful that the MTP recognizes the importance of these iconic fish throughout the planning and review stages of local transportation development.

I look forward to learning more about the MTP and the associated environmental review / impact report at your upcoming meeting in Santa Cruz on Wednesday, January 22nd. Please feel free to contact me at any time if you wish to discuss the relationship of transportation development with our local salmon & steelhead populations. This planning process represents an opportunity to increase the sustainability of our coastal communities, while conserving the valuable natural resources of the Monterey Bay region.

Respectfully,

Ben J. Harris
Executive Director
Monterey Bay Salmon & Trout Project
(831) 531-2051



**FARM BUREAU
MONTEREY**

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January 17, 2020

AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

VIA: E-mail to hadamson@ambag.org

**RE: Preparation for an Environmental Impact Report
2045 Metropolitan Transportation Plan / Sustainable Communities Strategy**

To Whom It May Concern:

Monterey County Farm Bureau represents family farmers and ranchers in the interest of protecting and promoting agriculture throughout our County. Since 1917, Farm Bureau strives to improve the ability of those engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of our local resources.

As Agriculture is critical to the success of our local economy in Monterey County (and indeed, the tri-county area), we offer the following comments for the preparation and scope of the Environmental Impact Report related to transportation infrastructure.

First, transportation of fresh food products, such as the leafy greens, berries, vegetables, and grapes of our region, is essential to reaching the marketplace in a timely manner. Currently, the majority of that transportation is accomplished through the use of trucks, with some shipments by rail. The unique characteristics of these fresh food products (i.e. the taste and freshness of the product) requires fast turn-around of processing and shipping to maintain product quality.

Next, Monterey County farms and ranches depend on fieldworkers to accomplish the majority of the cultural and harvesting activities throughout the growing season (usually 10-11 months per year). Currently, we require 45,000 farmworkers for these types of jobs in Monterey County as there is no mechanical harvesting available for crops such as lettuce, broccoli, cauliflower, and strawberries (to name just a few). While there is on-going research into mechanical means for harvesting many of these crops, it will truly be many years, maybe even decades, before these new technologies are viable and affordable for most farming operations. Until that happens, we will see high utilization of local highways and rural roads to transport fieldworkers from residences to fields for each work day.

Finally, there is a growing issue of capacity with existing transportation infrastructure in Monterey County. The pace of building new arteries, by-pass roadways, and expanding capacity of current highways has not

Keeping Farmers Growing for over 100 years



kept up with increased traffic flows. Traffic conditions continue to worsen in specific areas of Monterey County during commute hours; additional routes are needed between the Monterey Peninsula and Salinas Valley to manage the current flow of traffic, as well as into the future.

The scope of the Environmental Impact Report needs to include potential solutions that increase capacity and consider all transportation needs of the Agriculture, commerce and hospitality sectors.

Access to critical transportation routes for commerce will ensure future success of the agricultural sector of Monterey County. The foreseeable future will remain dependent on trucking as the primary means for transportation of fresh food products from the Salinas Valley. Even with the development of electric trucks that are suitable for long-distance travel, improving the energy efficiency of this transportation method, the primary mode will still be trucking as rail has proven to be expensive and less reliable for the types of products that are produced here. In addition, there will need to be direct, efficient routes that allow for easy access to shipping points from the major Bay Area ports and hubs.

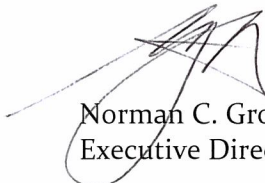
While there will be consideration of a number of other solutions, including mass transportation development for the tri-county region and encouragement of bicycling as a means of individuals transporting themselves, the long-term outlook for Agriculture doesn't find these options viable. Field operations are remote, change daily, cannot be served readily by mass transportation systems, so bicycling to these fields is probably not an option.

Our request of this EIR development process is to include realistic approaches to the transportation needs of all tri-county residents and businesses:

- Roadways that are well maintained and sized to proper capacity
- Converting Hwy. 101 south of Salinas into a full freeway with proper ramps (not intersections)
- Improving access to Bay Area transportation ports and hubs through multiple routes
- Ensuring that all access routes for tourism traffic are free-flowing and non-tollways
- Adding additional routes between the Monterey Peninsula and the Salinas Valley

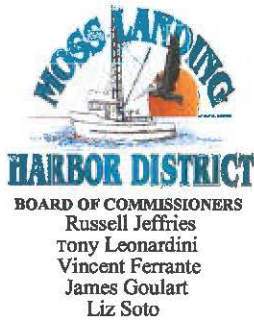
Thank you for the opportunity to provide comment on this important transportation planning process.

Sincerely,



Norman C. Groot
Executive Director

Cc: Theresa Wright, Community Outreach Coordinator, Transportation Agency for Monterey County



7881 SANDHOLDT ROAD
MOSS LANDING, CA 95039
TELEPHONE – 831.633.5417
FACSIMILE – 831.633.4537



GENERAL MANAGER
HARBOR MASTER
Tommy Razzeca

02/07/2020

Heather Adamson at AMBAG,
24580 Silver Cloud Court
Monterey, CA 93940

RE: Moss Landing Harbor District Comments regarding EIR preparation for the proposed Central Coast Highway 1 Climate Resiliency Study.

Please accept the below comments and recommendations from the Moss Landing Harbor District (MLHD) regarding issues that our District believes must be fully evaluated, addressed, and, if necessary, mitigated in the proposed EIR so as to guarantee that the complete evaluations of all viable alternatives (as mandated by the California Environmental Quality Act (CEQA)) are completed for the consideration of future decision makers.

1. MLHD hereby submits (for the record) our authorizing legislation, maps of our legislatively created public trust lands grant, and our existing ordinances which govern our existing lands, including wetlands, slough lands and submerged lands, for inclusion as both addenda and references in the EIR. It is necessary and required for these official state documents, maps, adopted and enforceable ordinances to be considered and understood before the preparation of the draft EIR so that the EIR does not waste time or money considering projects or alternatives that are illegal or beyond the legal authority of regulatory agencies and non-profit organizations to pursue.
2. MLHD recommends that one alternative for the relocation of CA. State Highway 1 that must be fully evaluated pursuant to CEQA is the consideration of the re-location of the highway to a more easterly alignment following the former adopted and abandoned Caltrans Highway 1 Plan Lines which crossed the existing Packard (Rubis) Ranch, crossed the Elkhorn Slough, and was to be constructed to the east of the existing power plant, eventually re-connecting to the existing Highway 1 north of Castroville. MLHD believes that this alternative must be fully evaluated because the anticipated consequences of sea level rise, and the potential breaching of the barrier dunes in Moss Landing threaten both the loss of the certain current harbor facilities as well as the current Highway 1 road bed.
3. MLHD hereby submits our adopted, state mandated study regarding the potential impacts of sea level rise on our public trust lands, facilities and resources. We ask that this adopted report, which was mandated by state legislation and which has been submitted to the California State Lands Commission, be fully reviewed and referenced in the draft EIR so that the EIR does not consider "alternatives" that would or could conflict with this report and our adopted findings. This

SERVING COMMERCIAL FISHING AND RECREATIONAL BOATING SINCE 1947

report has concluded that future expansion of our coastal priority commercial harbor land uses, services, and facilities may need to be located in the Elkhorn or Moro Coho Slough areas of our granted, public trust submerged lands and wetlands.

4. CA. State Highway 1 currently carries over 65,000 traffic trips per day through Moss Landing. A huge portion of that traffic is commercial traffic coming and going to the various commercial, industrial, public and educational facilities in the harbor. Additionally, a very large percentage of that traffic is truck traffic supporting protected coastal agricultural enterprises that generate thousands of farm worker jobs. These daily traffic trips must be specifically identified in the EIR. The suggested wholesale relocation of Highway 1 to an area many miles away from the existing alignment will cause massive economic dislocation as well as terrible adverse impacts on legally protected economically disadvantaged communities. These potential impacts must be fully evaluated, and real mitigation measures with identifiable financing sources, must included in the EIR.

MLHD hereby respectfully submits the above comments for consideration. MLHD anticipates that the EIR will fully and completely identify and mitigate the adverse impacts of sea level rise without causing greater adverse environmental impacts (without readily available mitigations as mandate by CEQA) by ignoring viable alternatives from being analyzed or demonstrating an impermissible bias in favor of one coastal priority use over another equally protected and legislatively recognized coastal priority land use.

Respectfully,


Tommy Razzeca
General Manager/Harbor Master
Moss Landing Harbor District

CHAPTER 1190

An act conveying certain tidelands, lands lying under inland navigable waters, swamp and overflow lands, situate in the Old Salinas River Channel, to the Moss Landing Harbor District, in furtherance of navigation and commerce and the fisheries, and providing for the government, management and control thereof, reserving rights to the State.

[Approved by Governor July 8, 1947. Filed with Secretary of State July 8, 1947.]

The people of the State of California do enact as follows:

SECTION 1. There is hereby granted to the Moss Landing Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamps and overflowed lands described as follows:

The Old Salinas River Channel from the northerly extremity to its mouth southerly to the existing county road across said channel south of the existing bridge at Moss Landing; the Pacific Ocean opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west; Bennett Slough, Elkhorn Slough and Moro Cojo Slough between the Old Salinas River and the easterly extremities of tidal action therein.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to wit:

(a) That said lands shall be used by said district, and its successors, only for the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereof of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation; and said district, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor.

(b) That said lands shall be improved by said district without expense to the State, and shall always remain available for public use for all purposes of commerce and navigation, and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or railroad, owned or operated by the State of California.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land; provided, that said excepted and reserved power shall be exercised in a manner not inconsistent or incompatible with the use of said lands by grantee for purposes of commerce and navigation.

(f) The lands herein described are granted subject to the express reservation and condition that the State may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the State for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

(g) That within 10 years from the effective date of this act said lands shall be substantially improved by said district without expense to the State, and if the State Lands Commission determines that the district has failed to improve said lands as herein required, all right, title, and interest of said district in and to all lands granted by this act shall cease and said lands shall revert and vest in the State.

Sec. 2. If any provision of this act or the application thereof to any person, or circumstance is held invalid, the remainder of this act, or the application of such provision to other persons or circumstances, shall not be affected thereby.

CHAPTER 131

An act to amend Section 1 of, and to add Section 3 to, Chapter 1190 of the Statutes of 1947, relating to the Moss Landing Harbor District.

[Approved by Governor May 12, 1967. Filed with
Secretary of State May 12, 1967.]

The people of the State of California do enact as follows:

SECTION 1. It is hereby found and determined:

(a) That by Chapter 1190, Statutes of 1947, the Legislature did grant to the Moss Landing Harbor District in trust for the uses and purposes and upon the express conditions therein set forth, certain tide and submerged land, lands beneath navigable waters, and swamp and overflow lands described in said grant;

(b) That said grant was therein described in part as "the Pacific Ocean opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west;"

(c) That the precise meaning of said part of the description of said grant has proven ambiguous and has given rise to controversy;

(d) That the Legislature intended to and did upon enacting said statute grant to the Moss Landing Harbor District, upon the terms, conditions and trusts set forth in said statute, an area of tide and submerged lands located in Monterey Bay seaward of the ordinary high-water mark for the use of said district in conjunction with the area landward of said ordinary high-water mark on Monterey Bay so granted to the said district;

(e) That the said district, prior to said grant and pursuant to a lease from the State Lands Commission, did use and has used subsequent to said grant and pursuant to said grant, such an area of tide and submerged lands for the uses and purposes authorized by said statute and in conjunction with the said district's public activities;

(f) That it was the intention of the Legislature to include within said grant all those portions of the Pacific Ocean in Monterey Bay in the area described which had actually been used by the said harbor district for any or all of the purposes specified in said grant plus those portions which were reasonably necessary for such purposes in the future;

(g) That said area of tide and submerged lands in Monterey Bay so intended to be granted and so granted consisted of all tide and submerged lands lying between the northerly and southerly boundaries of that portion of the Old Salinas River Channel granted to the said district by Section 1 of Chapter 1190 of the Statutes of 1947, drawn due west, and between the ordinary high-water mark on Monterey Bay and a line 2,000 feet seaward of said ordinary high-water mark;

(h) That paragraph (g) of Section 1 of said statute required substantial improvement of the granted lands by the said district within 10 years of said grant and that if the State Lands Commission determined that the said district had failed to so improve said lands, all lands so granted should revert to the state; that on February 11, 1958, the State Lands Commission by resolution duly adopted found that the conditions of said Section 1(g) had been complied with.

SEC. 2. Section 1 of Chapter 1190 of the Statutes of 1947 is amended to read:

Section 1. There is hereby granted to the Moss Landing Harbor District, hereinafter called "district," a political subdivision of the State of California, and to its successors, all the right, title, and interest now held by the State of California by virtue of its sovereignty, in and to all lands, salt marsh, tidelands, submerged lands, and swamps and overflowed lands described as follows:

The Old Salinas River Channel from the northerly extremity to its mouth southerly to the existing county road across said channel south of the existing bridge at Moss Landing; the Pacific Ocean or Monterey Bay between the ordinary high-water mark and a line 2,000 feet seaward and due west thereof opposite said portion of the Old Salinas River with its northerly and southerly boundaries drawn due west; Bennett Slough, Elkhorn Slough and Moro Cojo Slough between the Old Salinas River and the easterly extremities of tidal action therein.

To be forever held by said district, and its successors, in trust for the uses and purposes and upon the express conditions following, to wit:

(a) That said lands shall be used by said district, and its successors, only for the establishment, improvement, and conduct of a harbor, and for the construction, maintenance, and operation thereon of wharves, docks, piers, slips, quays, and other utilities, structures, facilities, and appliances necessary or convenient for the promotion and accommodation of commerce and navigation; and said district, or its successors, shall not, at any time, grant, convey, give or alien said lands, or any part thereof, to any individual, firm or corporation for any purposes whatever; provided, that said district, or its successors, may grant franchises thereon for limited periods (but in no event exceeding 50 years), for wharves and other public uses and purposes and may lease said lands, or any part thereof, for limited periods (but in no event exceeding 50 years), for purposes consistent with the trust upon which said lands are held by the State of California, and with the requirements of commerce and navigation at said harbor.

(b) That said lands shall be improved by said district without expense to the state, and shall always remain available for public use for all purposes of commerce and navigation, and the State of California shall have at all times, the right to use, without charge, all wharves, docks, piers, slips, quays, and other improvements and facilities constructed on said lands, or any part thereof, for any vessel or railroad, owned or operated by the State of California.

(c) That in the management, conduct or operation of said harbor, or of any of the utilities, structures, appliances or facilities mentioned in paragraph (a), no discrimination in rates, tolls, or charges or in facilities for any use or service in connection therewith shall ever be made, authorized or permitted by said district or its successors.

(d) There is hereby reserved, however, in the people of the State of California the absolute right to fish in the waters of said harbor with the right of convenient access to said waters over said lands for said purposes together with the right of navigation.

(e) There is hereby excepted and reserved to the State of California all deposits of minerals, including oil and gas, in said land, and to the State of California, or persons authorized by the State of California, the right to prospect for, mine, and remove such deposits from said land; provided, that said excepted and reserved power shall be exercised in a manner not inconsistent or incompatible with the use of said lands by grantee for purposes of commerce and navigation.

(f) The lands herein described are granted subject to the express reservation and condition that the state may at any time in the future use said lands or any portion thereof for highway purposes without compensation to the district, its successors or assigns, or any person, firm or public or private corporation claiming under it, except that in the event improvements have been placed upon the property taken by the state for said purposes, compensation shall be made to the person entitled thereto for the value of his interest in the improvements taken or the damages to such interest.

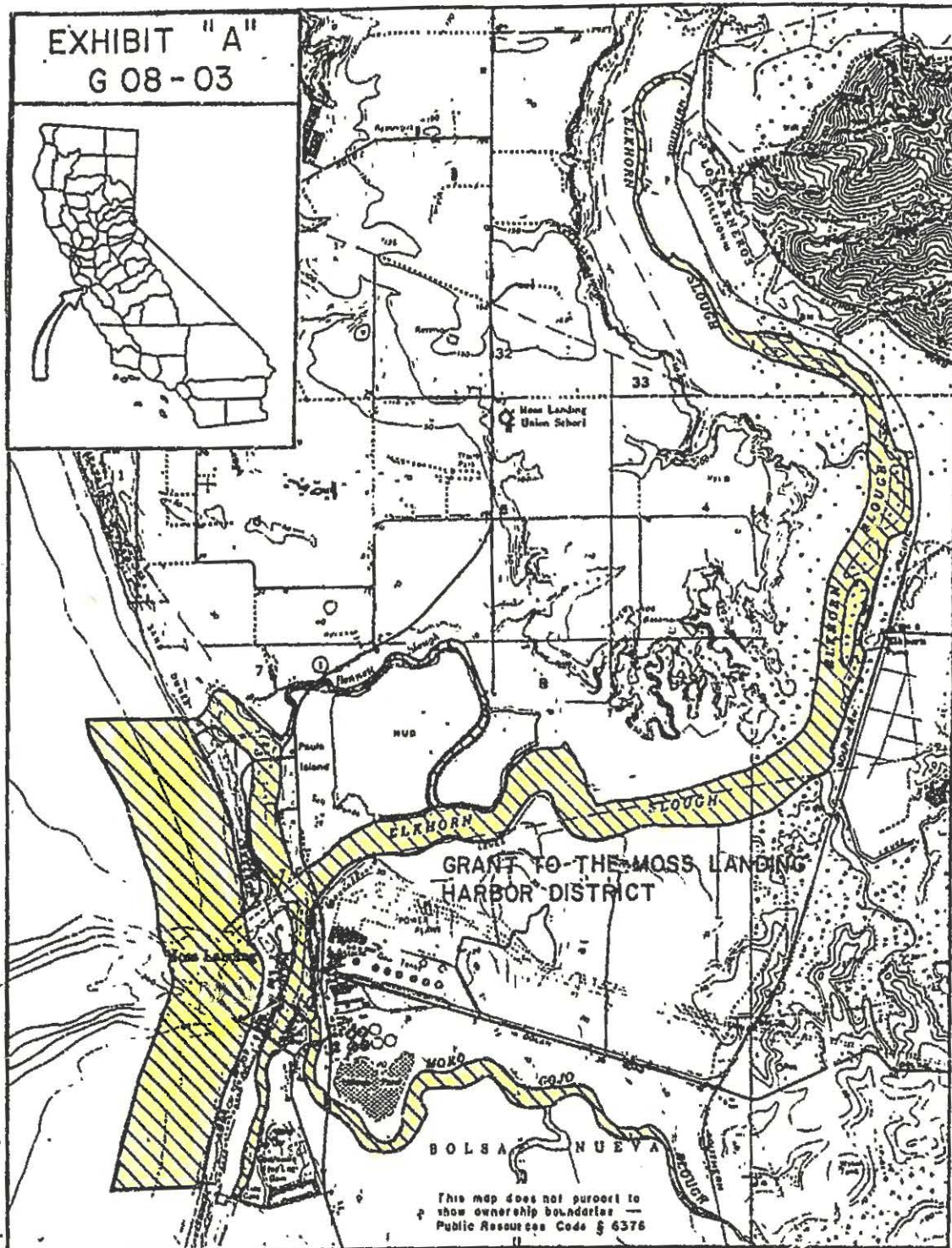
SEC. 3. Section 3 is added to Chapter 1190 of the Statutes of 1947, to read:

Sec. 3. That said amended description set forth in Section 1 of this act shall be deemed declaratory of the original meaning of said grant and all acts and agreements within, upon, or in relation to the area herein described done or executed by said district are hereby ratified and approved to the same extent as if said description had originally been set forth as herein amended.

SEC. 4. The State Lands Commission, at the cost of the Moss Landing Harbor District, shall survey and monument the granted lands referred to in this act and record a description and plat thereof in the office of the County Recorder of Monterey County. The survey required by this section shall be completed within two years after the effective date of this act.

SEC. 5. The district shall cause to be made and filed with the Department of Finance, annually, a detailed statement of receipts and expenditures by it of all rents, revenues, issues, and profits in any manner hereafter arising from the granted lands or any improvements, betterments, or structures thereon.

EXHIBIT "A"
G 08-03



CALENDAR PAGE

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MINUTE PAGE

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MOSS LANDING HARBOR DISTRICT ORDINANCE CODE

Amended and Adopted by Ordinance No. 149, July 23, 1998

(Superseding Ordinance No. 143)

Amended by Ordinance No. 150, July 22, 1999

Amended by Ordinance No. 151, August 24, 2000

Amended by Ordinance Nos. 152, 153, November 30, 2000

Amended by Ordinance No. 154, December 28, 2000

Amended by Ordinance No. 155, February 22, 2001

Amended by Ordinance Nos. 156, 157, April 26, 2001

Amended by Ordinance No. 158, May 24, 2001

Amended by Ordinance No. 159, June 28, 2001

Amended by Ordinance No. 160, July 25, 2002

Amended by Ordinance No. 161, October 24, 2002

(Amended by Ordinance No. 161, May 22, 2003, which
was superseded by Ordinance 162, on October 23, 2003)

Amended by Ordinance No. 162, October 23, 2003

Amended by Ordinance No. 163, May 27, 2004

Amended by Ordinance No. 164, June 24, 2004

Amended by Ordinance No. 165, December 16, 2004

Amended by Ordinance No. 166, January 27, 2005

Amended by Ordinance Nos. 167, 168, February 24, 2005

Amended by Ordinance No. 169, April 28, 2005

Amended by Ordinance No. 170, June 30, 2005 (Adopted Out of Sequence)

Amended by Ordinance No. 171, May 26, 2005

Amended by Ordinance Nos. 172, 173, May 4, 2006

Amended by Ordinance Nos. 174, 175, June 22, 2006

Amended by Ordinance No. 176, January 25, 2007

Amended by Ordinance No. 177, June 28, 2007

Amended by Ordinance No. 178, September 27, 2007

Amended by Ordinance No. 179, October 25, 2007 (adopted out of sequence)

Amended by Ordinance No. 180, September 27, 2007

Amended by Ordinance No. 181, March 26, 2008

Amended by Ordinance No. 182, April 30, 2008

Amended by Ordinance Nos. 183, 184, 185, 186, July 23, 2008

Amended by Ordinance No. 187, December 11, 2008

Amended by Ordinance No. 188, January 28, 2009

Amended by Ordinance No. 189, May 27, 2009

Amended by Ordinance No. 190, February 24, 2010

Amended by Ordinance No. 191, June 3, 2010

Amended by Ordinance No. 192, June 8, 2011

Amended by Ordinance No. 193, May 30, 2012

Amended by Ordinance No. 194, November 29, 2012

Amended by Ordinance No. 195, January 16, 2013

Amended by Ordinance No. 196, May 29, 2013

Amended by Ordinance No. 197, May 28, 2014

Amended by Ordinance No. 198, March 25, 2015

Amended by Ordinance No. 199, May 27, 2015

Amended by Ordinance No. 200, May 31, 2016

Amended by Ordinance No. 201, June 28, 2017

Amended by Ordinance No. 202, May 03, 2018

Amended by Ordinance No. 203, September 26, 2018

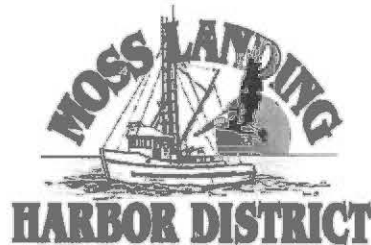
Amended by Ordinance No. 204, October 24, 2018

Amended by Ordinance No. 205, April 24, 2019

Amended by Ordinance No. 206, October 23, 2019

Amended by Ordinance No. 207, January 22, 2020

MOSS LANDING HARBOR DISTRICT ORDINANCE CODE



**AMENDED BY THE MOSS LANDING HARBOR DISTRICT
BOARD OF HARBOR COMMISSIONERS
January 22, 2020**

BOARD OF HARBOR COMMISSIONERS

**Russ Jeffries
Tony Leonardini
Vincent Ferrante
James R. Goulart
Liz Soto**

GENERAL MANAGER/HARBOR MASTER

Tommy Razzeca

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ARTICLE I
GENERAL PROVISIONS

CHAPTER 1 - ENACTMENT, APPLICABILITY, AMENDMENT

1.010 - Enactment

The rules and regulations contained in this Code shall constitute and be identified as "The Moss Landing Harbor District Ordinance Code," hereafter cited as "this Code."

1.020 - Authority for Code

The provisions of this Code are adopted pursuant to the authority vested in the Moss Landing Harbor District (hereafter referred to as the "District") by the State of California, including but not limited to the California State Constitution, the Harbors and Navigation Code, the Government Code, the Public Resources Code, and the California Code of Regulations, and all other applicable state and federal laws.

1.030 - Applicability of Code

- A) **Affected area.** The provisions of this Code apply to all areas of water, land and facilities under the ownership and/or jurisdiction of the Moss Landing Harbor District, as such jurisdiction is defined by California state law.
- B) **General rules for use of District property.** All persons using District property, waters, lands, or facilities shall observe and comply with the provisions this Code and all applicable provisions of California State Law.

1.040 - Responsibility for Administration

This Code shall be administered by the Board of Harbor Commissioners of the District (hereafter referred to as the "Board"), the General Manager, and all designees of the General Manager.

1.050 - Interference Prohibited

It shall be unlawful and a violation of this Code for any person to willfully resist, delay, or obstruct any District employee in the process of lawfully enforcing the provisions of this Code.

1.100 - Exceptions to Code Provisions

Exceptions to any regulation, rate, or charge provided by this Code may be granted according to the following procedures:

- A) **Application for exception.** Exceptions to this Code shall be requested in writing and shall be accompanied by the fee established by Chapter 20 of this Code (Fees and Charges), including explanation of why the applicant believes that the exception should be granted.
- B) **Procedure for granting an exception.** All exception requests shall be first considered by the General Manager, who may approve, disapprove, or refer the request to the Board for action. Approval of any exception request shall be in writing, and shall be granted only where the granting authority first determines that the applicable regulation is unnecessary or ineffective in the particular case, and/or that the collection of all or part of a rate or charge is inappropriate or inapplicable, because of specific circumstances described in the exception request. Any approval by the General Manager shall be reported to the Board in writing at their next regular meeting.

- C) **Time limits, extensions.** Any approved exception shall be effective for a maximum of one calendar year from the date of issuance. An exception may be considered for renewal only upon written application to the Board.

1.200 - Amendments to Ordinance Code

- A) **Procedure for amendments.** This Code may be amended whenever the Board determines that public necessity, convenience, or welfare requires. Amendments may be initiated by the Board or on the basis of a request by the public; or may be requested by the General Manager. Amendments to this Code shall be initiated and processed in compliance with the Harbors and Navigation Code, with a public hearing conducted as set forth in Chapter 24 of this Code (Hearings and Appeals). Amendments may also require review in compliance with the requirements of the California Environmental Quality Act (CEQA), and Chapter 22 of this Code (Environmental Review Procedures).
- B) **Distribution of completed amendments.** The General Manager shall provide a true copy of any amendments to this Code to the following persons and agencies within 40 days of the enactment of such amendments:
- 1) Each Commissioner of the District;
 - 2) The Attorney General of the State of California;
 - 3) The Monterey County Counsel;
 - 4) The Monterey County District Attorney;
 - 5) The Monterey County Law Library;
 - 6) The Monterey County Sheriff;
 - 7) Each Monterey County Municipal Court Judge;
 - 8) Each Harbor District employee; and
 - 9) All persons who have requested receipt of Code amendments, and have paid the fee for this service established by the Board.

1.300 - District Not Liable for Loss and Damage

The Harbor District, employees, and Board shall not be liable for loss or damage to any vessel or other property resulting from any cause.

1.400 - Severability of Provisions

If any chapter, section, subsection, paragraph, subparagraph, sentence, clause, phrase or portion of this Code is for any reason held to be invalid, unconstitutional or unenforceable, such decisions shall not affect the validity of the remaining portions of this Code. It is hereby declared that this Code and each chapter, section, subsection, paragraph, subparagraph, sentence, clause, phrase and portion thereof would have been adopted irrespective of the fact that one or more of such portions of this Code be declared invalid, unconstitutional or unenforceable.

CHAPTER 2 - DEFINITIONS, INTERPRETATION

2.010 - Purpose

This chapter determines how the provisions of this Code will be interpreted by those responsible for its administration, and defines the terms and phrases used in this Code that are technical or specialized, or that may not reflect common usage.

2.100 - Rules of Interpretation

The General Manager shall have the responsibility and authority to interpret the provisions of this Code and advise the public about its requirements. The terms and phrases used in this Code shall be construed and interpreted as follows:

- A) **Construction of language.** When used in this Code, the words "shall" and "will" are always mandatory and "may" is discretionary. The present tense includes the past and future tenses; and the future tense includes the present. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The titles of every chapter and section of this Code are a part of each chapter and section and shall be construed as such when questions of meaning or construction arise.
- B) **Number of days.** Whenever a number of days is specified in this Code, or in any permit, condition of approval or notice issued or given as provided in this Code, such number of days shall be construed as calendar days except where this Code otherwise uses the terms "business days" or "working days."
- C) **Minimum requirements.** When interpreting and applying the regulations of this Code, all provisions shall be considered to be the minimum requirements, unless stated otherwise.
- D) **Conflicting provisions.** In any case where two or more provisions of this Code may appear to conflict in terms of their specific requirements or applicability, the most restrictive shall prevail.
- E) **Waiver of fees.** The General Manager may waive fees as follows:
 - 1) When a public purpose would be served by waiving fees otherwise required by this code, up to \$500, provided that there is a legally binding duty on the recipient of the waiver to further the public purpose.
 - 2) After paying the first two nights of transient fees in accordance with the rate and fee schedule, first-time transient vessels visiting Moss Landing Harbor will receive a waiver of one night's transient fee not to exceed \$100.00.
 - 3) If an existing berthholder refers a new berthholder to Moss Landing Harbor and the new berthholder pays fees in full in accordance with the rate and fee schedule and remains for a period of 6 (six) months, at the end of the 6 month period, the referring berthholder will receive a waiver of one month's berthing fee (excluding any amenity or any other fees) for the referring berthholder's vessel, not to exceed \$500.00, provided both the new berthholder and the referring berthholder's accounts are current.
 - 4) A new berthholder entering into a contract and remaining for a full year with fees fully paid for eleven months, and whose account is current will receive a waiver of the twelfth month's slip fee, (excluding any amenity or other fees) not to exceed \$500.00. For

purposes of this Paragraph 4, "new berthholder" includes the transfer of a berth in connection with a bona fide sale of a vessel currently occupying a berth in the Harbor. Sales made for the sole purpose of receiving benefits under this Section are not bona fide sales as determined by the General Manager. Examples include, but are not limited to transfers from one family member to another, from an individual to a corporation in which the individual has an interest directly or indirectly, from a corporation to an individual who has an interest directly or indirectly in the corporation.

5) New Berthholder. For purposes of paragraphs 3 & 4 a new berthholder is defined as a vessel, excluding a transient vessel, which has not occupied a slip in Moss Landing Harbor at any time during the past 12 months.

6) It is the intent of this Section to increase vessel occupancy in the Harbor and to retain existing berthholders.

2.200 - Definitions

For the purpose of applying the provisions of this ordinance, the terms shall be construed and interpreted as they are defined here unless otherwise apparent from the context.

The following definitions are organized in alphabetical order:

Berth. The term "berth" includes docks, slips, wharves, piers and mooring facilities. Berths assigned on a day-to-day basis are "transient" berths. Berths assigned on a month-to-month basis are "temporary" berths. Berths assigned in the expectation that the assignee will remain for an extended period are "assigned" berths. An assigned berth is an assignment to a berth granted by the District and giving the assignee the right to the preferential use of the berth described in the permit.

Board. The Board of Harbor Commissioners of the Moss Landing Harbor District.

Boat length. For the purposes of applying the fees or charges established by this Code, the length of a vessel shall be measured from the farthest point aft to the farthest point forward, including all permanent structures.

Commercial fishing vessel. A commercial fishing vessel engaged in fishing as its primary commercial activity. A commercial fishing vessel must be licensed to participate in a US Fisheries or Department of Fish and Game regulated saltwater fishery, and must demonstrate revenues of at least \$5,000 for each of three consecutive years and then, each year thereafter at the discretion of the General Manager. Proof of revenues shall be in the form of Fish and Game landing records or IRS Schedule C. Proof must be supplied under penalty of perjury. (This definition will apply only to Sections 6.022 and 6.110.)

Commercial vessel. A commercial vessel is any vessel, other than a commercial fishing vessel, which is used primarily as a commercial enterprise, and must demonstrate revenues of at least \$5,000 for each of three consecutive years and thence, each year thereafter at the discretion of the General Manager. Proof of revenues shall be in the form of IRS Schedule C or audited set of business financials. Proof must be supplied under penalty of perjury. Vessels used primarily as offices or residences do not qualify as a commercial vessel. Vessels classed or documented as research vessels qualify as a commercial vessel providing such vessel can demonstrate revenues pursuant to this section.

District. The Moss Landing Harbor District, in Monterey County, California.

District permit. The written authorization required by this Code prior to a person conducting specified activities on water, land, or facilities under the District's jurisdiction. Except as expressly exempted by this Code, activities requiring a district permit include all activities described in Section 26.010.

Employee. An employee of the Moss Landing Harbor District.

Environmental Coordinator. The General Manager, or the environmental consultant designated by the General Manager to perform the duties specified in Chapter 22 of this Code (Environmental Review Procedures).

Harbor or harbor area. All waters, submerged lands and tidelands; and upland areas adjacent thereto, under the possession, operation, or control of the Board. (See Chapter 1190, Statutes of 1947, as amended by Chapter 131, Statutes of 1967.)

Live-aboard vessel. Any recreational vessel having an assigned berth and used or intended for use as a residence or overnight accommodation in the Harbor between the hours of 10:00 PM and 5:00 AM for more than two days out of seven without prior written authorization from the Harbor Master. A vessel holding a "temporary" berthing permit cannot be a live-aboard vessel. A vessel holding a "transient" berthing permit is not considered to be a live-aboard vessel. A Commercial and/or Commercial Fishing Vessel providing accommodation space for master and crew is not considered to be a live-aboard vessel. No individual will be allowed to stay more than 2 cumulative days out of 7 consecutive days on any vessel or vessels in the Harbor without a Live-aboard Permit or prior written authorization from the Harbor Master.

Manager. The General Manager of the Moss Landing Harbor District as provided for and defined in Chapter 3 of this Code, including any employees of the District designated by the General Manager to perform duties authorized or directed by this Code.

Moss Landing Harbor. See "Harbor or harbor area."

Operable. A vessel meeting one of the following criteria: 1) a vessel making an excursion under its own power, either motor or sail, from its berth to the one-mile buoy, and back, or other excursion as specified by the Harbormaster, or; 2) a vessel having undergone an inspection by the Harbormaster to confirm ahead and astern propulsion, full and proper rudder operation, an approved marine sanitation device, if fitted; plus a valid U.S. Coast Guard Auxiliary safety inspection decal, or; 3) certification of operability and seaworthiness by a marine surveyor permitted to do business in the Moss Landing Harbor District, said certification to be obtained at the sole expense of the vessel owner, except as provided in Section 6.120(B)(2).

Peddler. Any seller of services or supplies doing business on District's lands, waters, docks, piers, wharves or other properties, that does not maintain a place of business on said lands, waters, docks, piers, wharves or other properties with the following exceptions: A licensed wholesale dealer who sells and, at the time of such sale, delivers merchandise to retail merchants, or; a commercial fisherman who catches seafood and sells only the seafood caught by him.

Person. Any individual, firm, co-partnership, corporation, company, association; city, county, state, or district, or agency thereof; and includes any trustee, receiver, assignee, or other similar representative thereof.

Pleasure craft or sport vessel. Any vessel, regardless of size, not engaged in marine commerce and not possessing a commercial fishing, charter, or passenger transportation license. Any vessel not a “commercial vessel” or “commercial fishing vessel”.

Sightseeing boat. A charter boat that transports passengers on regularly scheduled sightseeing or pleasure trips.

Stray current corrosion. The corrosion that results when a current from a battery or other external electrical source (AC or DC) causes a metal, in contact with an electrolyte (e.g., seawater), to become anodic with respect to another metal in contact with the same electrolyte.

Vessel. All types of watercraft used, or capable of being used as a means of transportation on water.

CHAPTER 3 - ADMINISTRATION AND PERSONNEL

3.010 – General Manager

The General Manager is the Chief Executive Officer of the District and for the Board of Harbor Commissioners. It shall be the duty of the General Manager to:

- A) Carry out the orders of the Board and to enforce all regulations and ordinances of the District and state or federal laws affecting the navigable waters of the Harbor. The General Manager is the Harbormaster for Moss Landing Harbor.
- B) Report promptly to the proper authorities any violation of the laws of the United States for the protection of navigation and the preservation of navigable waters, or any violation of state or local laws or ordinances.
- C) Employ such employees as the General Manager deems necessary for the proper administration and operation of the District, in accordance with the District's personnel policies. The General Manager is the Personnel Officer of the District.
- D) Administer and supervise the public works projects of the District, and to plan the short, medium and long-term work program for the District. The General Manager is the Contracting Officer of the District.
- E) Administer and supervise the purchasing system of the District in accordance with approved budgets and policies. The General Manager is the Purchasing Agent of the District.
- F) Prepare and manage the District budget.

3.020 - Additional Enforcement Authority

The Monterey County Sheriff, or any duly appointed and acting peace officer shall have full authority in the enforcement of all laws, ordinances, and regulations affecting the use of District facilities, including the power of arrest for the violation of the provisions of such laws, ordinances, and regulations. All orders and instructions given by peace officers in the performance of their duties in compliance with this section shall have the same force as if issued by the General Manager.

3.100 - Harbor Commissioners

3.110 – Compensation

Each commissioner shall, in accordance with §6060 of the Harbors and Navigation Code, receive a salary of \$100.00 for each meeting attended of the Board of Harbor Commissioners or meeting attended of a committee of such board, or any other such meeting attended that has been previously authorized by a majority of the board acting at a meeting of said board noticed in accordance with the Ralph M. Brown Act; to a maximum of \$600.00 per month authorized by §6060 of the Harbors and Navigation Code. In addition, each commissioner shall be entitled to actual and necessary expenses incurred in the performance of their duties.

3.120 – Meetings

The Board of Harbor Commissioners shall meet at 7:00 p.m. on the fourth Wednesday of each month at the District's offices. Additional meetings may be scheduled at the discretion of the Board.

3.200 – Conflict of Interest

3.210 – Conflict of Interest Code – Deleted by Adoption of Ordinance No. 203 on September 26, 2018 and Adopted Resolution No. 18-04 - Conflict of Interest Code as a stand-alone document.

3.220 – Acquisition or Use of District Property

Officers or employees of the District shall not use District property for their own personal benefit or for any purpose but a public one or for District business. In addition to other sanctions that may be imposed, whether civil or criminal in nature, the District may demand for, and such officer or employee shall make, full restitution of the fair rental value of District property so used in any manner other than as provided for herein, together with any and all damages that may have arisen from any misuse.

Additionally, District employees may not:

- A) purchase any surplus property from the District except by public auction, duly authorized by the Board of Harbor Commissioners and publicly noticed at least two weeks prior to its occurrence, or
- B) accept gifts from the users of District facilities, or
- C) present gifts from the District unless the Board of Harbor Commissioners first determines that such gift serves a public purpose.

ARTICLE II
HARBOR OPERATIONS, USE OF DISTRICT PROPERTY

CHAPTER 4 - GENERAL REGULATIONS FOR ACTIVITIES WITHIN THE DISTRICT

4.010 - Damage to District Property

- A) **Willful and malicious damage prohibited.** It shall be unlawful for any person to willfully and maliciously destroy, damage, deface or interfere with any property under the jurisdiction of the District.
- B) **Liability for damage.** Every person and every vessel responsible for damage to any District property shall be held liable for and charged with the cost of replacing or repairing the property.
- C) **Report of damage required.** In the event any damage is done to any District property, the General Manager shall be provided a full report on the matter, including but not limited to the date and hour the damage occurred, the names and addresses or descriptions of witnesses and other persons and/or vessels involved in the damage, as well as all pertinent facts and other information that may be available. The required report shall be provided the General Manager by:
- 1) Any person responsible for or connected with the damage;
 - 2) Any person to whom the damaged District property is assigned or leased, or by whom it is being used; and
 - 3) The Master, owner, operator or agent of any vessel, vehicle or other instrumentality involved in the damage.

4.020 - Peddling Prohibited Without Permit

It shall be unlawful for any person to peddle or sell any goods, wares, merchandise or services upon any berthed vessel, or any dock, roadway, or other lands under District jurisdiction, without first obtaining an Itinerant Vendor's License from the County of Monterey, a Monterey County Health Department Permit to sell food if applicable, and a peddler's permit from the District. The fee for a peddler's permit shall be in the amount established under Section 20.100. This section does not apply to the sale of fish by a commercial fisherman to a buyer licensed as such by the California Department of Fish and Game.

4.030 - Dock Regulations

- A) **Attachments to docks.** No person shall attach any object or apply any substance to any District property without the prior written approval of the District.
- B) **Weight limits.** The weight limit for cargo placed on any dock or pier shall be 300 pounds per square foot unless otherwise stipulated in a berthing permit (see Section 6.022).

4.040 - Rental Businesses, Permit Required

No vessels shall be rented within the Harbor without a permit from the District. Permit fees shall be in the amount established under Section 20.100.

4.060 - Use of Launch Ramps, Permit Required

Permit required. Persons using the District's launch ramps shall have a Launch Ramp Permit. The permit fee shall be in the amount established under Section 20.100. (See Section 10.100.A (motor vehicles on launch ramps) for regulations governing the use of the launch ramp.)

4.070 - Parking, Permit Required

- A) **Parking permit.** Persons parking a vehicle within the posted areas in the Harbor District shall have a parking permit. Permit fees shall be in the amount established under Section 20.100. ,
- B) **Civil penalty for improperly parked vehicle.** The District, or other authorized agency, may impose a civil penalty on the owner of a vehicle within the Harbor District for the violation of any regulation governing the standing or parking of a vehicle under Federal, State or District law in accordance with the procedures in Section 40200 et seq. of the California Vehicle Code. (See Section 10.110 for District parking regulations.)

CHAPTER 6 -BERTHING REGULATIONS AND PERMIT REQUIREMENTS

6.010 - District Approval Required for Use of Berths

- A) **Locations designated by District.** All vessels in the Harbor shall berth or moor in the location designated by the Harbormaster. The anchoring of vessels in the Harbor is prohibited except in an emergency.
- B) **Method of docking.** All vessels shall be tied up in such a manner to safeguard port facilities and other vessels from collision or other damage, and to not obstruct navigation by other vessels, and as further provided by Section 6.100 (Berthing Regulations).

6.020 - Berthing Permit Requirements

No vessel shall occupy a District berth or tie up at a District dock for any length of time unless the owner first obtains a berthing permit from the Harbormaster. Exceptions of up to four hours may be granted by the Harbormaster.

6.022 - Berthing Permit Applications and Approval

Berthing permits shall be applied for, issued, and maintained as provided by this section.

- A) **Application filing.** Application for a berthing permit shall be made on the forms provided by the District and shall be accompanied by the fees required by Chapter 20.
- 1) **Status of Applicant.** Every non-natural person applicant shall be required to provide an acceptable personal guarantee of performance of the terms of any permit that may be issued by the District.
 - 2) **Applicant Name.** The berthing applicant and the registered owner of the vessel must be the same person or entity.
- B) **Permit issuance.** Berthing permits shall be issued as follows:
- 1) **Assigned berth permits.** The District may issue a permit for an assigned berth after the applicant has been placed on a waiting list in accordance with Section 6.050, provided that a vacant, unassigned berth is available. If a berth is not immediately available, the applicant may be placed on the assigned berth waiting list (Section 6.050), and may be directed to a temporary berth as provided by subsection (B)2, following.
- Assigned berth permits shall be granted in the order of priority determined by whether the vessel is commercial or recreational and the position of the vessel owner on the applicable waiting list, as provided by Section 6.050. When an owner is eligible for an assigned berth permit, the owner shall obtain and exercise the permit as follows:
- a) **Time for obtaining permit.** When the Harbormaster notifies an applicant that an assigned berth is available, the applicant shall complete the application for an assigned berth. The completed application shall be returned to the Harbormaster for approval and must be accompanied by either the annual rental fee or the deposit set forth in Chapter 20, Section 20.100 C. A commercial vessel owner shall also submit documentation of commercial operations as defined by Section 2.200 (Definitions - "Commercial Vessel").

- b) **Time for occupying berth.** An applicant shall place a properly sized vessel in their assigned berth within 180 days from acceptance of the berth, or the berth will be forfeited and the District shall be free to reassign the berth.
- c) **Refusal of assigned berth.** An applicant may refuse a berth when offered; however, the owner will be rotated to the bottom of the list if the owner does not accept the assigned berth within the time set forth in the offer.
- 2) **Temporary berth assignment.** If an applicant has requested a temporary berth, or has requested an assigned berth and none are available, the Harbormaster may assign a temporary berth as provided by Section 6.060 (District Rental of Vacant Berths).
- 3) **Permit time limit.** Assigned berth permits shall be issued for the period stated in the permit; provided that all assigned berth permits shall expire and become void upon the sale of the vessel for which the owner obtained the permit, except where the permittee replaces the vessel with another that they own or the assigned berth is transferred to the new buyer pursuant to Section 6.024.

C) Requirements for issued permits:

- 1) **Changes of name or address.** The owner of each registered vessel shall promptly notify the District in writing of any change of the name, address and telephone number of the vessel moored under an approved permit, and of any change in ownership or the owner's address.
- 2) **Rental fees.** Berth rental fees shall be paid as required by Chapter 20 of this Code.
- 3) **Substitution of vessel.** An owner may sell a vessel and substitute another while retaining the same berthing permit only when the new vessel is of a size appropriate to the slip and has the same registered owner, and the Harbormaster is notified, and approves of the substitution.
- 4) **Commercial vessels - Annual verification.** Every owner who was granted an assigned berth on the basis of having a commercial vessel may be required to provide documentation to the satisfaction of the Harbormaster that the vessel remains commercial and operable (see Section 2.200 - Definitions).
- 5) **Permit revocation.** Berthing permits may be revoked by the District as provided by Section 6.028.

6.024 - Transfer of Berthing Permits

Berthing permits shall be transferred only as provided by this section.

- A) **Filing of request.** Any permittee wishing to transfer a permit must first file a written request and obtain District approval for the transfer.
 - 1) **Time of request.** A request for transfer of an assigned berth permit shall not be considered by the District unless one year has elapsed since the issuance of the permit, except in the case of a transfer to heirs (see subsection (B)1 below).
 - 2) **Method of filing.** The request shall be filed with the Harbormaster, and shall include the name of the transferee, circumstances requiring the transfer, and any other information required by the Harbormaster.

- B) **Types of transfers allowed.** Assigned berth permits may be transferred only as follows:
- 1) **Transfer to heirs.** A permit may be transferred to the estate of a permittee upon the death of the permittee.
 - 2) **Transfer upon sale of vessel.** The transfer of an assigned berth permit to a vessel purchaser when a vessel is sold is allowed, however all conditions otherwise required for an assigned berth must be met by the vessel purchaser.
 - 3) **Transfers to/from non-Natural Persons.** Transfers to or from a non-natural person by an existing permittee is allowed, provided that any non-natural person transferee is required to provide an acceptable personal guarantee of performance of the terms of the applicable permit(s) by a natural person, and provided all conditions otherwise required for an assigned berth must be met by the vessel transferee.
- C) **Fees due before completion of transfer.** No transfer of an assigned berth permit shall occur until all past due and current charges due to the District, including but not limited to past due and current berth rental fees are paid in full.
- D) **Cancellation of transfer by District.** The giving of false information in an application for berthing or an application to transfer a berth permit shall be a misdemeanor. If at any time the District discovers that any misstatement or misrepresentation was made by any party requesting a permit transfer pursuant to this section, the District may, upon notification and hearing, revoke the assigned berth permit in addition to any other penalties provided at law.
- E) **Leases without transfer.** A permittee may lease their boat provided, however, that the permittee remains liable for all fees and rates charged for the berth. The permittee must, upon request, make all documentation of lease arrangements available to the District.

6.026 - Exchange of Berths

Two assigned berth permittees may exchange their assigned berths with the approval of the Harbormaster upon payment of the administrative fee established by the Board. When an exchange is approved, the Harbormaster shall issue modified permits to each owner documenting their new berth assignments. Approval shall not be granted by the Harbormaster unless and until all fees currently owed to the District are paid in full.

6.028 - Termination or Revocation of Berthing Permit and Removal of Vessel

Berthing permits may be terminated by the owner or revoked by the District as provided by this section.

- A) **Termination by owner.** Berthing permits may be terminated by an owner by giving notice to the District on a Notice of Termination form provided by the District. Fees for berths will accumulate through and including the effective date of the Notice or the day that the Notice is received, whichever is later.
- B) **Revocation by District.** Berthing permits may be revoked by the District as provided below:
- 1) **Causes for revocation.** A berthing permit may be revoked under any of the following circumstances:

- a) **Vessel Condition.** The vessel using the permit is determined by the District to be unsafe, dilapidated, stolen or abandoned as provided in Harbors and Navigation Code Sections 522, 523, 525.
- b) **Failure to pay berthing permit fees.** The owner fails to pay the monthly berthing permit fees required by Chapter 20 of this Code for more than 60 days.
- c) **Failure to comply with Code requirements.** The vessel or its operation fails to comply with any applicable provision of this Code.

2) **Procedure for removal:**

- a) **Notice.** The District shall provide written Notice of Termination to the owner in person or by Certified or Registered Mail, and by posting on the vessel if the vessel is in the Harbor.
- b) **Revocation of permit.** The Harbormaster may revoke a berthing permit within 30 days after notice is given as provided in subsection (B.2.a.) above.
- c) **Failure to remove.** If the owner fails to remove the vessel, the District may move the vessel to another location with all expense and risk of loss or damage being the responsibility of the owner. In the event of such removal the owner shall be liable to District for the prevailing berth rental and other fees customarily charged at the facility where the vessel is moved.

6.050 - Assigned Berth Waiting Lists

Assigned berth waiting lists shall be established as provided in this section for persons wishing to obtain an assigned berth in the Harbor.

A) **Establishment of waiting lists and issuance of permits.** The Harbormaster shall establish and maintain separate waiting lists for each size of berth maintained by the District. Each list shall have three priority groups of owners waiting for assigned berths:

- 1) Owners of commercial fishing vessels;
- 2) Owners of other commercial vessels;
- 3) Owners of pleasure craft.

When assigned berths become available, the Harbormaster shall first issue permits to owners of commercial fishing vessels; then to owners of other commercial vessels when there are no commercial fishing vessels on the list; and finally to the owners of pleasure craft when there are no more owners of commercial vessels on the list.

All permits shall be issued to vessel owners in the same order as their names appear on the waiting lists.

The waiting list applicant and the registered owner of the vessel must be the same person or entity.

B) **Placement on waiting list.** All assigned berths are issued from waiting lists. An applicant for an assigned berth permit shall be placed on the waiting list for the requested berth size, in the applicable priority group established by subsection (A) above, and in the same order as their assigned berth permit application was received by the District, and pay the applicable waiting list fee (see Section 20.100(c)).

- C) **Rules for remaining on waiting list.** Applicants on waiting lists shall comply with the following requirements:
- 1) **Annual fee required.** Applicants on the waiting list shall pay the District the waiting list fee established by Chapter 20 of this Code (Fees and Charges). The fee shall be due on January 1st of each year and shall be paid no later than January 10th. Failure to pay the annual fee when due will result in the applicant's name being removed from the waiting list.
 - 2) The aforementioned \$75 assigned slip wait list application fee shall be waived in the event slips in the size category being applied for are available immediately. Notwithstanding the foregoing fee waiver, the applicant will be required to complete the wait list application for administrative and documentary tracking purposes.
 - 3) **Commercial vessels and commercial fishing vessels.** Applicants with commercial vessels or commercial fishing vessels on the waiting list shall be subject to the following additional requirements:
 - a) Prior to the assignment of a berth to a commercial vessel or a commercial fishing vessel, the applicant shall present to the District documentation showing that a vessel meets the definition in Section 2.200 for a vessel of its classification.
 - b) If the applicant does not possess the required receipts and other documentation because the commercial vessel is a newly created business or the commercial fishing vessel is newly licensed, he/she will receive an assigned berth on a temporary basis and will be given 12 months to provide the receipts.
 - c) While on a temporary basis the applicant will pay all temporary fees; provided that if the applicant furnishes the required receipts at any time during the 12 months, he/she will then be given a credit for temporary fees so paid, will cease paying the temporary charges and will begin paying the appropriate assigned berth rental fee established by Chapter 20 of this Code (Fees and Charges).
 - d) If after 12 months the applicant cannot produce the required receipts, he/she will lose the assigned berth, be removed from the waiting list, must reapply for placement on that list, and shall be assigned a sign-up date based on the date the re-application is received by the District.
 - 4) **District notification of changes required.** While on a waiting list, all applicants shall promptly notify the District of any change in their mailing address or telephone number.
- D) **Updating of waiting lists.** The District will update and purge the waiting lists annually in the first week in December by mailing to each person on the waiting lists a request to verify their continued interest in obtaining a permit along with a statement of fees owing for the next year. Any person who fails to return the requested verification on or before the 10th of January shall be removed from the list, and the District shall mail a notice that their name has been removed from the list. Removal from a waiting list may be appealed as provided in Chapter 24 (Hearings and Appeals) within 30 days after such notice.
- E) The District will maintain a list of individuals wishing to obtain a liveaboard permit; however, such permits will only be issued to individuals who have been issued an assigned

slip and who are otherwise in compliance with liveaboard conditions set forth in this Code and in the application for liveaboard permit. Liveaboard permits will be offered to those on the liveaboard wait list in the order their wait-list application was received.

6.060 - District Rental of Vacant Berths

When an assigned berth is vacant because the permittee's vessel is absent from the Harbor, the District may re-rent the berth on a temporary basis, provided that any vessel temporarily occupying an assigned berth will be moved by the District when the assigned vessel returns. A vessel temporarily assigned to a re-rented berth will be moved by the District before the assigned vessel returns, weather permitting, if the returning vessel gives the Harbormaster sufficient notice to permit the temporary vessel to be reasonably moved during normal working hours.

6.100 - Berthing Regulations

No person shall make any vessel fast to any dock, or moor immediately in front of a dock, or to another vessel, or to any vessel in a group of vessels one of which is made fast, without the approval of the Harbormaster, and in compliance with the following requirements. Violation of any of the provisions of this section shall be cause for the District to revoke a berthing permit and/or issue a citation.

- A) **Attachment of lines to District property.** No person shall make fast any rope or cable to any dock or other District property, except to the piles, bitts, rings or cleats provided for that purpose.
- B) **Posting of Signs.** No person shall affix a sign to any District dock, float, wharf or other structure without the written authorization of the Harbormaster.
- C) **Display of name or registration number.** A name or registration number shall be displayed on every vessel and/or its covering using a berth or mooring. The name or number must be clear, legible and unobstructed at all times. The state registration validation decal shall not be expired.
- D) **District replacement of lines.** All vessel owners shall keep their vessels safely berthed or moored with adequate and sufficient mooring lines as determined by the Harbormaster. The District reserves the right to renew or replace any mooring lines found deficient or inadequate and to charge the owner of the vessel the costs of such renewal or replacement.
- E) **Floatable fenders required.** All vessels moored in the Harbor shall have attached floatable fenders appropriate, in the judgment of the Harbormaster, to the size and displacement of the vessel in order to prevent damage to vessel, other vessels, harbor facilities, persons or property of any kind. Non-floatable fenders are prohibited. Tires shall not be used as fenders. The use of properly rigged fender boards is encouraged.
- F) **Houseboats, time limit.** Houseboats are permitted in the harbor on a transient basis only and in no case shall remain longer than 30 days.
- G) **Length of vessel.** A berthed or moored vessel shall be no more than 10 percent shorter or longer than the slip unless authorized by the Harbormaster.
- H) **Making fast to dock.** No person shall make any vessel fast to any dock, slip, wharf, pier or mooring except with such lines and in such manner as approved by the Harbormaster.

- I) **Mooring to opposite dock.** No person shall lead any mooring line from any vessel lying at a dock across the slip to the opposite dock, without first obtaining permission from the Harbormaster.
- J) **Pedestrian hazards.** No unattended lines, hoses, electrical cords, or other materials shall be laid across any walkway so as to create an obvious pedestrian tripping hazard.
- K) **Required movement of vessels.** The District may require that any vessel be moved to a mooring or berth to which it has been assigned or reassigned at any time, as provided by Section 8.110 (Movement of Vessels in the Harbor).
- L) **Rafting.** Vessels shall not raft against another vessel unless authorized by the Harbormaster and the Master, Owner or Operator of the other vessel. In cases where the Harbormaster has authorized a vessel to raft the Master, Owner or Operator of the rafting vessel shall assure that the safety and integrity of the mooring does not rely solely on the mooring lines of the other vessel and that adequate and proper fendering is used to prevent damage to either vessel, harbor facilities, persons or property of any kind. The owners of every vessel rafting across the end of any pier or dock, or whose stern or bow extends beyond the edge or end of any berth, and every vessel lying alongside another berthed vessel shall, while occupying such a position, be responsible for any and all damage to itself or to any other vessel, any harbor facilities or to any persons or property of any kind resulting from occupying such position.
- M) **Stray current corrosion and connecting cords:**
 - 1) **Stray current prohibited.** No vessel shall be operated or maintained so as to transmit stray current. Stray currents may be tested by measuring the resistance between the dock end of the shore power cord and the water adjacent to the vessel, as follows: The shore power cord shall be connected in the normal manner to the vessel, but shall be disconnected from the power pedestal. The shore power switch aboard the vessel shall be in the ON position and at least one device aboard the vessel shall be connected and its operating switch shall be in the ON position. (1) – An ohmmeter shall be used at the dock end of the shore power cord to measure the resistance between the BLACK (HOT) lead and the water adjacent to the vessel. The resistance must be AT LEAST 100,000 OHMS. (2) – The resistance at the WHITE (NEUTRAL) lead shall then be tested in a similar manner. The resistance must be AT LEAST 100,000 OHMS. (3) – The resistance at the GREEN (GROUND) lead shall then be tested in a similar manner. The resistance MUST NOT EXCEED 10 OHMS. All three conditions must be met for the vessel to safely utilize shore power. Vessels not meeting all three conditions should be disconnected from the shore power and correct the vessel's electrical problem.
 - 2) **Correction of stray current problems.** If a vessel is found to be producing stray current, the Manager shall give notice to the owner and a reasonable amount of time provided to correct the problem, not to exceed 10 days. The Harbormaster shall have the authority to disconnect the vessel from shore power immediately if the level of stray current being produced poses an immediate threat to personal safety or will cause the rapid corrosion of the vessel and/or its neighboring vessels or structures. If the vessel is unplugged upon discovery of the stray current, every effort will be made to notify the vessel owner as to the action taken. The District shall, however, assume no liability for any losses or damage suffered from the denial of shore power to a vessel.

- 3) **Revocation of permit.** If the vessel is reconnected by the owner without being fixed, for any other purpose than stray current testing, the District may revoke the assigned berth permit.
- 4) **Connecting cord requirements.** Shore power cords shall be of the three-wire type including a functioning ground wire with insulation types SO, ST, or STO and with a wire thickness in accordance with the National Electric Cord Standards. Minimum wire size shall not be under 10 gauge. Cords that are found to be a significant hazard to safety will be unplugged immediately. Shore power cords shall be in accordance with the National Electrical Code, 1996 edition, incorporated herein by reference, and applicable standards of the California Department of Boating and Waterways.
- N) **Electrical Service to Vessels.** The District reserves the right to disconnect the electrical service to any vessel at any time, however, will endeavor to notify the owner when this occurs. The reasons that the District may disconnect electrical service may be, but are not limited to, non-payment of berthing fees, stray currents, excessive power load and other reasons necessary for safe and efficient harbor operations.
- O) **Prohibited Discharges – Penalty.** No person shall discharge, or allow to be discharged any oil, sewage, grey water, or other materials into the waters or upon the lands of the District that are otherwise prohibited by laws, regulations or ordinances of the United States, the State of California, or the County of Monterey.

6.110 – Live Aboard Vessels and Persons Living Aboard

As provided by this section, the District may allow a limited number of recreational vessels to be used for temporary residential purposes incidental to their primary recreational use, to provide for improved security within the Harbor. No person shall live aboard any vessel in the Harbor without a permit to live aboard and payment of all applicable fees. No person shall live aboard any vessel in the Moro Cojo Slough or Elkhorn Slough for any period of time. Anyone in violation of this section shall, in addition to any other penalties provided by this Code, be subject to forfeiture of their berthing permit and other privileges at the District.

- A) **Applicability.** The requirements of this section apply to recreational vessels being used or intended for use as a place of temporary residence and meeting the definition of live-aboard vessel contained in Section 2.200, and to any other person who lives aboard a commercial vessel or commercial fishing vessel while in the harbor more than 2 days out of 7 consecutive days. No individual will be allowed to stay more than 2 cumulative days out of 7 consecutive days on any vessel or vessels in the Harbor without a Live-aboard Permit or prior written authorization from the Harbormaster.
- B) **Application requirements.** All persons desiring to live aboard a vessel in the Harbor shall file with the District an application on the form required by the Harbormaster, which shall be accompanied by the fee required by Chapter 20 for the period for which live-aboard authorization is requested.
- C) **Limitation on number of live-aboard vessels.** The District will allow a maximum of 60 vessels meeting the live-aboard vessel definition contained in Section 2.200. The District shall not restrict the number of persons living aboard commercial vessels or commercial fishing vessels in the harbor provided such persons comply with the ordinances of the District and any other rules and regulations that may be established from time to time by

other regulatory agencies which apply to persons living aboard vessels in the harbors of Monterey County or the State of California.

D) **Time limits.** Live-aboard vessels and persons living aboard vessels shall be subject to the following time limits:

- 1) **Term of permit.** No application will be accepted and no permit will be issued by the District to live aboard a vessel in the Harbor for more than 30 days. All permits will expire on the last day of each month, and will renew automatically unless revoked or suspended by action of the Harbormaster. The Harbormaster will submit a report to the Board containing the names of all live-aboard vessels, all persons living aboard, their assigned berth numbers, and any pending revocation or suspension action at each regular Board meeting. Nothing contained in this paragraph shall prevent the District from utilizing the Unlawful Detainer procedure as provided by State law.
- 2) **Time out of Harbor.** Live-aboard vessels and persons living aboard can leave the Harbor for any length of time and retain their status as long as required fees are paid.

All vessels used for living aboard must meet the requirements of Section 6.120, prohibiting the berthing of inoperable vessels.

E) **General conditions.** All live-aboard vessels and vessels with persons living aboard shall:

- 1) Be in compliance with the rules, regulations and requirements of the Monterey County Health Department, the United States Coast Guard, and the District. The District shall have the right of inspection before a permit is issued;
- 2) Be maintained in a clean and orderly manner;
- 3) Have a working telephone or VHF marine radio monitored aboard the vessel for security. Installation of the device shall be at the owner's sole expense;
- 4) Have telephone service, either by local telephone service provider, cellular service, or personal communication service (PCS), and
- 5) Insofar as occupancy is concerned, be considered single family dwellings and shall at no time house a number of persons so as to create a public nuisance or to be detrimental to the health, safety, and welfare of other users of the Harbor.
- 6) No vessel may be leased or rented for the purpose of accommodation or residence not consistent with the primary operation of the vessel, being commercial or recreational.
- 7) All persons living aboard vessels in the harbor must be registered with the District on the forms, and in the manner provided by the Harbormaster.

F) **Validity of Permit.** The Harbormaster shall not grant or renew a permit to live aboard, or otherwise authorize a persons to live aboard a vessel in Moss Landing Harbor who owes money to the District except in accordance with Section 20.010(C)(4)(b). Continuing permission to live aboard any vessel is contingent upon time and full payment of all fees.

§6.115 - Guests; Contractors

- 1) Without the Harbor Master's prior written authorization, no guests are allowed on any vessel at any time without the slipholder/ registered owner of the vessel present

throughout the guests' stay. The owner of a vessel wishing to authorize a guest to stay with them on their vessel must complete and submit a Guest Authorization form in advance of their guest's visit and the guest must check in at the Harbor Master's office prior to their visit.

- 2) Persons for hire to perform maintenance or repairs on a vessel are not considered "guests" for purposes of this Section. Such persons for hire are considered "contractors" and the owner of a vessel wishing to authorize a contractor to have access to their vessel must complete and submit a Contractor Authorization form in advance of allowing a contractor on District property, and the contractor must check in at the Harbor Master's office prior to accessing the slipholder's vessel.
- 3) Such forms can be submitted via facsimile or electronically so long as the contents can be verified with the slipholder. No contractor will be allowed on the vessel between the hours of 10 pm and 5 a.m. Nothing in this Section shall be construed to allow a guest or a contractor to violate Section 6.110 which prohibits individuals from staying more than 2 cumulative days out of 7 consecutive days without a Liveaboard Permit.

6.120 - Inoperable and Unseaworthy Vessels Prohibited

- A) **Operable and seaworthy condition required.** Boats berthed in the Harbor must be operable and maintained in a seaworthy condition, except when under active repair for no more than 30 days, and be of a design suitable for operation on the waters of Monterey Bay.
- B) **Questions of operability or seaworthiness.** In cases where the Harbormaster is concerned that a vessel may be inoperable or unseaworthy, the Harbormaster may act as follows:
 - 1) **Operability.** The Harbormaster may request a demonstration of a vessel's operability by giving at least 30 days advance written notice to the vessel owner. Notice shall be given to the owner in person or by Certified or Registered Mail, and by posting on the vessel if the vessel is in the Harbor. The Owner may demonstrate the vessel's operability by any one of the methods defined in Section 2.200
 - 2) **Seaworthiness.** Seaworthiness shall be determined by a qualified independent marine surveyor selected through mutual agreement between the Harbormaster and the owner. When a determination of seaworthiness is required by the Harbormaster, the expense of the surveyor shall be paid by the District in cases where the surveyor determines that the vessel is seaworthy, and the expense of the surveyor shall be paid by the vessel owner where the surveyor determines that the vessel is unseaworthy.
 - 3) **Repair required.** Where a vessel is found to be inoperable or determined to be unseaworthy in accordance with this section, the owner shall have 30 days to affect repairs and bring the vessel into compliance. If after 30 days the vessel is still inoperable and/or unseaworthy, the berthing permit shall be revoked. This section is not intended to apply to brief periods of repair common to most vessels. See Section 6.120(A)
- C) **Berthing permit surcharge.** If any vessel is found to be inoperable or unseaworthy, the District may, in addition to any other available remedy, impose a surcharge on the berthing permit fee for the vessel in the amount provided by Chapter 20; the surcharge shall

continue until the vessel is made operable or seaworthy, or is removed from the Harbor by owner. The surcharge imposed for any period of time less than one calendar month shall be prorated. The surcharge shall begin at the expiration of the 30-day periods specified in subsection (B)1 above.

6.130 Mooring In Designated Areas

- A) **Mooring in designated areas.** The Harbormaster may designate locations within the Harbor in which mooring shall be allowed only with a special Berthing Permit for Mooring. The vessel must be moored in such a manner to safeguard harbor operations and other vessels from collision or other damage, and to not obstruct navigation by other vessels. Failure to moor the vessel in such manner shall result in cancellation of the permit, subject to the provisions of Chapter 24 of this Code, and shall be a misdemeanor.
- B) **Fee.** The fee for a Berthing Permit for mooring shall be in the amount established under Section 20.100.
- C) **Duration.** Berthing permits for mooring shall be issued for a period of up to one month, subject to renewal by the District.
- D) **Overnight passengers.** Persons shall not stay aboard vessels moored in the designated locations between the hours of 2:00 A.M. and 6:00 A.M., except as expressly authorized by the Harbormaster.

6.200 - Inspection of Vessels

The Harbormaster is authorized to go aboard any vessel in the Harbor for inspection, and the owner or operator, when present, shall allow such inspection, in any case where the Harbormaster determines that:

- A) Conditions or activities on the vessel may cause immediate danger to life, property or the environment; or
- B) There is reasonable cause to believe that the owner, operator, or other person aboard the vessel may be incapacitated, or otherwise in need of emergency assistance.

6.300 - Removal of Derelict Vessels by District

If any vessel is found to be derelict, or subject to the provisions of Harbors and Navigation Code Section 522, in addition to the sanctions, remedies and other provisions provided in Section 522, the owner of the vessel may be subject to forfeiture of all berthing privileges in the District and may be ordered to remove the vessel from District waters. Notice of forfeiture shall be included in the notices provided for under Section 522. No berthing privileges shall pass to any person as a result of any sale or transfer under Section 522.

6.310 - Removal of Vessel With Charges Due Prohibited

- A) **Pay before removal.** No person shall remove or cause to be removed from the Harbor any vessel upon which charges for berth rental or any other service are delinquent, without paying all the delinquent charges to the District, and any penalty fee established by the District fee schedule unless such person is ordered to remove the vessel by the Harbormaster.

- B) **Falsification.** It shall be unlawful for any person to violate any written promise given pursuant to this section or willfully to give false information to the District in order to secure the removal of a vessel.
- C) **Urgency Power.** The District and its employees are hereby authorized to take any lawful action necessary to prevent the removal of a vessel in violation of this section, including locking, or otherwise fastening a vessel at its berth.

CHAPTER 8 - VESSEL OPERATIONS

8.110 - Movement of Vessels in the Harbor

- A) A vessel must shift or go into the channel at its own expense whenever it is ordered to do so by the Harbormaster, who shall have the power to enforce the removal of the vessel at its own expense at any time.
- B) Every master, agent, or owner of any vessel who does not obey the lawful orders or directions of the Harbormaster in any manner pertaining to the regulations of the Harbor or the movement, removal or stationing of any vessel is guilty of a misdemeanor.
- C) Vessels may be moved by the Harbormaster with or without the consent of the owner or other person in charge, for the protection of life or property or for proper utilization of harbor facilities. (See Section 20.100(C), Special Service and Equipment Fees.)

8.120 - Obstructions to Navigation Prohibited

Every person who unlawfully obstructs or causes obstruction to navigation in the Harbor is guilty of a misdemeanor, as provided in Harbor and Navigation Code Section 131.

8.140 - Public Peace, Vessel Owner Responsibility

- A) The owner of a vessel will be responsible for the conduct of those using it or visiting or occupying it, and of the master or other person in charge of it, and they are jointly and severally liable for any penalty established by law.
- B) The owner of a vessel is required to notify District staff in writing when the owner hires or otherwise invites an individual to perform work on or otherwise access the owner's vessel. Such notification shall include the anticipated duration of the access, the hours and days the access will occur, the name of the individual, and the vessel owner will direct the individual to register at the District's office and provide identification to District staff prior to commencement of any work or otherwise accessing the owner's vessel. The vessel owner acknowledges that such owner is responsible for the actions of his/her invitee while the invitee is on District premises
- C) Disturbance of the peace by those aboard any vessel in the Harbor is prohibited, and may be the basis for revocation of the vessel's berthing permit, in addition to any applicable criminal penalties.

8.150 - Sails on Vessels

No vessel shall remain tied-up to any dock or slip with any sail hoisted on its mast. All sails shall be dropped as soon as a vessel is tied-up, and shall remain down until the vessel is being made ready for imminent departure. Sails may remain up temporarily while drying or being checked if the following conditions are met:

- A) The vessel is attended while sails are up;
- B) All sheets are left loose so sails are free in the wind;
- C) No extra strain on the slip results from the sails being up; and
- D) Such activity is deemed prudent, under the circumstances, by the Harbormaster.

8.160 - Salvage

Any vessel that is determined by the Harbormaster to be in danger of sinking or is a hazard to other vessels or the premises may be removed forthwith with all expense and risk of loss or damage being the responsibility of the vessel owner. If the District is required to render salvage services to any vessel, all such costs shall be paid by the owner. The District shall be entitled to recover costs and expenses including reasonable attorney's fees and court costs incurred in removal or salvage.

8.170 - Speed Limit

Vessels, boats and dinghies within all portions of the Harbor except the Harbor mouth area between the jetties shall not operate at a speed greater than four knots, or at a speed that creates any wake sufficient to damage vessels or other property, whether or not damage is caused. Any person operating a vessel contrary to this section shall be responsible for any damage caused by their wake, and may be cited and fined as provided by Section 20.100.

CHAPTER 10 - MOTOR VEHICLE REGULATIONS

10.100 - Motor Vehicles

It shall be unlawful for anyone to:

- A) Drive or operate any motor vehicle onto or upon any dock or launch ramp except for the purpose of loading or discharging freight or while performing necessary duties that require the vehicle on a dock or launch ramp. Any vehicle shall be subject to the provisions of this section and shall be under the constant attendance of the operator while on a dock or launch ramp. The operator shall immediately remove the vehicle from the dock or launch ramp upon completing the necessary activities on the dock or launch ramp. The General Manager shall take charge of any vehicle left upon any dock or launch ramp in violation of this rule, and shall store the vehicle at the expense of the owner. Any person violating this rule shall, in addition to the monetary penalties provided by this Code, be refused any further access to any dock without first obtaining special permission from the General Manager;
- B) Drive or operate any motor vehicle, trailer or semi-trailer from which any gasoline, oil or other liquid other than clean water is dripping;
- C) Fill the fuel tank of any motor vehicle with gasoline, or other petroleum product, or to extract such products from a vehicle while on any dock or launch ramp; or
- D) Store a motor vehicle on any District property, except in storage or parking areas designated and/or posted by the District.

10.110 - Parking Requirements

- A) **Designated parking areas.** Parking within District parking lots is by permit only. The District may identify certain spaces as "handicapped", "loading/unloading", "reserved" and "visitor" for which a District permit is not required. The District may limit the duration of parking allowed in certain lots or certain areas of lots.
- B) **Parking permits.** Parking is allowed in District lots only after first obtaining a parking permit, except in parking spaces designated as "Visitor" and marked with green paint. The issuance and use of parking permits is subject to the following requirements:
 - 1) **Eligibility for permits.** Parking permits shall be issued by the District as follows:
 - a) Vessels with assigned berths shall be issued one complimentary parking permit for each person or entity who assumes responsibility for payment of berthing fees according to information provided for the District's records. A maximum of two (2) such permits shall be issued. The berth holder shall be responsible for the permits. One such permit may be replaced once without charge. The standard parking permit fees shall be charged for any subsequently replaced permits. Only two complimentary permits, including any replacements thereof, per assigned berth will be valid at any one time.

Such permits shall be valid only for vehicles capable of parking wholly within the confines of one parking stall as defined in C) 3) below. If the vehicle is not capable of parking wholly within the confines of one parking stall then, if the General Manager issues a permit in accordance with B) 1) c) below, the assigned berth

holder will pay the difference between the cost of a monthly parking permit and the cost of an oversized vehicle in accordance with the rate and fee schedule.

- b) All other vessels, crewmembers and those otherwise having business at the Harbor may purchase parking permits in accordance with the District Fee Schedule set forth in Section 20.100 as the same may be changed from time to time.
 - c) Permits may be issued for motor homes and oversized vehicles, only at the discretion of the General Manager.
 - d) Permits shall be issued to Harbor Commissioners and District employees.
 - e) Parking permits may be transferred between vehicles belonging to the same person.
 - f) Parking permits shall not be required in the parking lots adjacent to the District's offices from one-half hour before to one-half hour after the periods of scheduled meetings of the Board of Harbor Commissioners.
- 2) **Required display of stickers and permits.** Required parking authorizations must be visible at all times, with the expiration date, if any, clearly visible from the exterior of the vehicle, in compliance with the California Vehicle Code, and positioned so that the Vehicle Identification Number is not obstructed. Hanging permits shall be displayed on the driver's side dash or from the rear view mirror. Adhesive permits shall be displayed on the lower left driver's side of the windshield. All other permits shall be displayed on the driver's side dash.
- 3) **Revocation.** The District may, at its discretion, revoke any privileges authorized under this section.
- 4) **Violation.** Violation of this Section is an infraction
- C) **Use of District parking lots.**
- 1) **Overnight parking.** No person shall leave a motor vehicle or trailer on any District parking lot between the hours of 12:00 P.M. midnight and 3:00 A.M. without first securing permission from the District. Any person whose berthing fees are paid may have permission for overnight parking on a District lot with a valid permit, however, occupied vehicles shall be subject to additional fees.
 - 2) **No parking areas.** No person shall, at any time, park a motor vehicle or trailer on any District parking lot in an area designated "No Parking" except for emergency purposes.
 - 3) **Parking in stall required.** Unless authorized by the District, no person shall park a motor vehicle, trailer or oversized vehicle on any District parking lot or roadway except within a stall marked for parking. All motor vehicles, trailers or oversized vehicles must be parked wholly within the confines of one parking stall, allowing for the appropriate entry and exit of the subject vehicle as well as adjacent vehicles. Any oversized motor vehicles or trailers that cannot be parked entirely within one stall shall park, after first obtaining a permit in accordance with B) 1) c) above from the District and payment of appropriate fees, in the area, if any, designated by the District for parking oversized vehicles.

- D) **Operable, registered vehicles required.** All private vehicles parked in a parking lot owned, maintained, or leased by the District shall be operable and shall be currently registered with the Department of Motor Vehicles. Failure to maintain an operable, registered vehicle in a District parking lot shall cause the District to revoke the vehicle owner's Permit and the vehicle shall be removed at owner's expense.
- E) **Citation and/or removal for unauthorized parking.** Unauthorized parking in the Permit area, or extended parking in a limited duration parking area, can result in a citation or the removal of the vehicle at owner's expense. Vehicles parking with expired or revoked permits shall be considered unauthorized-parked vehicles.
- F) **Speed limit.** The speed limit for motor vehicles in District parking lots is 15 miles per hour.
- G) **Trailer parking.** No boat trailer or other trailer parking shall be allowed without a permit issued by the District.
- H) **Vehicle Code requirements.** All applicable provisions of the California Vehicle Code shall apply to vehicles operated on District property.

10.200 - Vehicle Repairs

No person other than a District employee working on a District-owned vehicle shall repair a vehicle in the Harbor area without the General Manager's express authorization.

CHAPTER 12 - DISTRICT PROPERTY REGULATIONS

12.010 - Purpose and Applicability

The purpose of this chapter is to provide regulations for the use of District-owned properties by the public, vendors, concessionaires, renters or lessees. These regulations apply to the specific properties covered by this chapter in addition to all other applicable provisions of this Code.

12.100 –District Property Generally

- A) **Aircraft.** It shall be unlawful for any aircraft to land, taxi, park or take off on any District property, including beaches, roads, parking lots and other open areas, except for county, state or federal aircraft in the performance of official duty or in an emergency.
- B) **Public Intoxication .** It is unlawful for any person in an intoxicated condition to remain or be on any District property, regardless of whether such person is in or upon any vehicle or conveyance.
- C) **Fires and firearms:**
 - 1) No person shall light, use or maintain a fire on any District property except in a fireplace or containment vessel. No person shall abandon any fire without first having completely extinguished it with water; no fire, coals or ashes shall be covered with sand. Open fires are not permitted on any vessel in Moss Landing Harbor.
 - 2) No person shall fire or discharge any rifle, pistol or other firearm on District property without first having obtained permission in writing from the General Manager or the sheriff.
- D) **Public peace.** Disturbance of the peace by any person on any District property shall be prohibited.
- E) **Play, games and sports.** No person shall engage in any activity on District property that is likely to cause injury. The only games permitted are those which are organized so as to not cause disruption of or infringement upon other District activities or District employees.
- F) **Wheeled conveyances on docks.** It is unlawful to use rollerskates, skateboards, bicycles, scooters or other similar conveyances on District docks, floats, ramps and gangways.
- G) **Personal Floatation Devices (PFD).** All persons should, and all children under 12 years of age shall wear a PFD when on District docks, floats, ramps and gangways.
- H) **Animals.** See Section 14.100, Animal Control.
- I) **Littering.** No person shall leave, deposit, drop or scatter broken glass, ashes, waste paper, cans, animal carcasses or any other rubbish, refuse or other discarded material in any location other than an approved District trash receptacle, and no person shall discard on District property or in District trash receptacles such materials that originate from places other than District property.
- J) **Launching.** Launching from Harbor District property is authorized at launch ramps and areas designated accordingly by posted signage. A launch permit is required to launch in any authorized location on District property.

- K) **Permit Required.** Using, accessing, trespassing and encroaching on the banks owned or controlled by the Harbor is strictly prohibited without a facilities use permit (see Chapter 26).

12.200 - District Beaches

The requirements of this section apply to all public use of beaches owned or controlled by the District.

- A) **Alcoholic beverages.** The possession or consumption of any alcoholic beverage is prohibited on any District beach. It is unlawful for any person in an intoxicated condition to remain or be on any District beach, regardless of whether such person is in or upon any vehicle or conveyance.
- B) **Camping.** Beach camping or overnight sleeping is prohibited.
- C) **Closed areas.** No person shall enter any portion of beach posted by the District as being closed to public access.
- D) **Glass containers.** Glass containers are prohibited on all District beaches.
- E) **Restoration areas.** Interference with or damage to areas being revegetated or otherwise restored is prohibited.
- F) **Swimming areas.** Surfing, windsurfing, and the use of other watercraft is prohibited in waters adjacent to beaches designated and posted by the District for swimming only.

12.300 - Dry Storage Area

- A) **Authorization for use required.** Use of the District dry storage area is allowed only with the permission of the General Manager, and only for the purpose of storing vessels and related personal property after assignment of an individual storage space and paying the fee required by Section 20.100. Applications for storage space shall be on the form provided by the District. Assigned berth permittees with vessels on extended trips may store their motor vehicles in the dry storage area for a period approved by the General Manager without a fee. No major repairs or work are allowed in the District dry storage area without permission of the General Manager.
- B) **Identification required.** All vehicles, vessels and equipment in the dry storage area shall have current registration. License numbers and Permits or other suitable identification shall be affixed and visible.
- C) **Movement of stored materials.** All vehicles, vessels and equipment placed in the dry storage area shall be moved by their owner as required by the General Manager.

12.400 - Kirby Park

- A) General rules and regulations for park use. Within Kirby Park, no person shall:
 - 1) Operate a vehicle of any type outside the designated driveway and parking area;
 - 2) Light, use, or maintain a fire, except in a fireplace or containment vessel;
 - 3) Camp or sleep overnight;
 - 4) Discharge a firearm;

- 5) Litter; or
 - 6) Violate any other law, ordinance, rule, or regulation of the District, County, or State.
- B) **Use of boat launch ramp.** All persons using the boat launch ramp shall obey all District, County, and State laws and regulations regarding boat safety and courtesy.

12.500 – Elkhorn Slough

All commercial vessels using Elkhorn Slough shall be clearly marked with letters and numbers at least four (4) inches high on each side of the vessel which identify the commercial entity owning or operating the vessel and the individual vessel within the fleet. The District shall be provided with a list of all such commercial vessels operating on Elkhorn Slough.

All persons operating commercial vessels on Elkhorn Slough shall have a permit issued by the District for such operation.

12.600 – Recreational Vehicle Park

- A) **Check Out Time.** The check out time shall be 12:00 noon. Any vehicle parked after that time shall be billed for an additional day.
- A) **Speed Limit.** The speed limit shall be 5 miles per hour at all times.
- B) **Quiet Hours.** Quiet must be maintained between the hours of 10:00 p.m. and 6:00 a.m. During these hours the playing of music, loud conversation, and other such noises are prohibited. Vehicles may not run generators during these hours.
- C) **Tent Campers.** Tent campers are welcome on a space-available basis.
- D) **Children.** Children must be supervised by parents at all times. Small children must be accompanied by an adult at all times in restrooms, laundry, tot-park, parking lots, docks, floats and wharves.
- E) **Clotheslines.** Clotheslines are prohibited.
- F) **Drain Hoses.** Drain hoses to the ground are prohibited. All sewage, grey water, and any other discharge from the recreational vehicle must be to the designated dump station.
- G) **Sites.** All sites must be kept clean and free of debris. No repairs, oil changes, or washing of vehicles is allowed in the Recreational Vehicle Lot.
- H) **Parking.** One vehicle is allowed at each site. All extra vehicles must be parked in the District's parking lot.
- I) **Pets.** Pets are welcome, however they must be on a leash not to exceed 6 feet at all times when outside the recreational vehicle. Please exercise all pets in the area provided. Clean up after your pet.
- J) **Trash.** All trash must be deposited in appropriate receptacles. Do not leave trash in the site areas.
- K) **Operating Hours.** The recreational vehicle park is operated 24 hours per day. It is the responsibility of the recreational vehicle owner to assure that all rules and regulations are complied with.

- L) Fees.** Fees are payable in advance. Failure to pay fees will result in penalties described elsewhere in this Ordinance Code.
- M) Length of Stay.** No recreational vehicle may occupy a site for more than 30 consecutive days. At the end of 30 days any person desiring to stay longer must remove the recreational vehicle, and all appurtenances and accessories thereto, from the recreational vehicle park for a period of at least 6 hours, after which such recreational vehicle may occupy another site, if available.
- N) Reservations.** Reservations may be accepted in conjunction with berthing inquiries. All reservations require prepayment for the length of stay desired.

12.700 – Fisherman’s Memorial Park

This section is reserved for future use.

CHAPTER 14 - GENERAL HEALTH AND SAFETY REGULATIONS

14.100 - Animal Control

- A) **Leashes.** It shall be unlawful for pet owners to allow their pets to roam freely anywhere on District property. When not confined to a vessel, vehicle or building, the animal must be on a leash no more than six feet long.
- B) **Strays.** Any animal found running loose may be taken up by authorized District personnel and delivered to the Monterey County Department of Animal Regulation, provided that District personnel will attempt to locate the owners of licensed animals before impounding.
- C) **Cleanup.** No person shall allow their animal to defecate on any District property without the person properly depositing the waste in a receptacle designated for trash disposal.
- D) **Noise.** It shall be unlawful for pets to cause excessive noise or disturb the peace. Pets are not to be allowed or placed on private property within the Harbor without the express permission of the property owner.
- E) **Licensing.** All persons owning, caring for, or controlling any pet shall comply with all applicable rules, regulations, laws or statutes requiring licensing, tagging, and vaccinating of pets.

14.110 - Explosives, Acids, Flammable Liquids

- A) **General requirement.** Except as expressly authorized by the General Manager, explosives, acids, and containers that have been used for the storage or transportation of diesel, oil, gasoline, distillate, kerosene, or other flammable products or toxic chemicals, shall not be permitted to remain overnight in the Harbor.
- B) **Explosives.** It shall be unlawful for any person to store, place, or handle within the Harbor Class "A", "B" and certain Class "C" explosives as defined in Title 49, U.S. Code of Federal Regulations. Small arms ammunition is permitted, provided it does not violate any Federal, State or local laws or ordinances that may apply, and provided it is not loaded in a weapon. State-approved seal bombs, or equal, may be stored and handled but not detonated in the Harbor. Coast Guard approved flares may be stored and handled but not fired (except in emergencies) in the Harbor.
- C) **Flammable liquids.** No person shall handle or store more than one gallon of any Class I flammable liquid, (excluding Coast Guard-approved liquids in Coast Guard approved fuel tanks, and No. 2 diesel oil in approved type drums or tanks) on the docks or waters of the Harbor, or on vessels docked or berthed at the Harbor.

14.120 - Fire-Fighting Apparatus

It shall be unlawful for any person to obstruct or interfere with the free and easy use of fire lanes or access thereto, or to use, remove or in any manner disturb, any fire extinguisher, fire hose, fire hydrant, or any part of any fire sprinkler system or any other fire fighting appliances or apparatus installed in or upon any dock, warehouse or other building, structure or premises under the jurisdiction of the District except for the prevention of or suppression of fire; provided, however, that nothing herein contained shall prevent the making of necessary repairs or tests by any person duly authorized to do so.

14.130 - Fishing from Docks and Bridges

Fishing from docks, bridges, wharves, piers and promenades of the Harbor is prohibited, except in specific areas posted by the District to permit fishing.

14.140 - Flames, Fire, and Welding

- A) Fire shall not be used on board any vessel to heat pitch, tar or other flammable substances, while such vessel is in any slip, basin, channel, or canal, or moored to any dock or other vessel; however, fire may be used for such purposes on boats or floating stages provided that sufficient emergency fire fighting equipment and fire watchmen, to the satisfaction of the General Manager, are present at all times.
- B) No bonfire or open fire for the burning of rubbish or refuse materials, or for any other purpose, shall be allowed on any of the property under the jurisdiction of the District, except as otherwise provided by this section.
- C) No welding or open fire shall be allowed on any dock, or upon any vessel in any slip, channel, basin, or canal, until and unless the General Manager determines that sufficient emergency fire fighting equipment, properly manned, is present and ready for immediate use.
- D) When a vessel is taking on or discharging fuel, petroleum products through a pipeline, or otherwise transferring fuel or petroleum products, all fires including fires in boilers, shall be extinguished, and no gas or electric welding shall be performed on or within 20 feet of the vessel. At least one Coast Guard approved fire extinguisher shall be present and ready for use at all times when fueling or transferring fuel or petroleum products.

14.150 - Refuse Disposal

The following provisions address refuse disposal within the Harbor.

- A) It shall be unlawful to discharge or deposit or cause the discharge or deposit, either from any vessel, or from the shore, dock, or other facility, any meat, fruit, vegetable, dead animal or putrefying matter, garbage, tires, paper, litter, waste, or any rubbish or refuse of any kind, in or upon the waters of the District, or on the land adjacent to any navigable water, either by ordinary or high tides, or by storms or floods or otherwise.
- B) All refuse shall be disposed of only in approved refuse containers that are regularly serviced and removed from the Harbor and dumped in approved disposal areas. The General Manager is authorized to order any person violating this section to immediately clean up and remove such refuse.
- C) In the event of failure by any such person to immediately remove refuse, the General Manager shall remove the refuse at the expense of such person. Failure to remove and properly dispose of refuse and/or failure to pay for the expense of removal and disposal shall be grounds for revocation of permits. All such charges for removal and disposal shall remain due until paid, notwithstanding revocation of permits.
- D) It shall be unlawful for any person to enter into any trash or rubbish receptacle, or recycling container for purpose of scavenging, collecting, reclaiming or recovering materials deposited in such receptacle or container by others. The practice of "dumpster diving" is not allowed on District property.

14.160 - Refueling Limited

No vessel shall be refueled at any Harbor berthing dock, and no fuel pipeline or hoseline shall be maintained or used on the property of the District. This section shall not prohibit the use of Coast Guard-approved closed systems and automatic coupler devices for portable fuel tanks, and shall not prohibit shifting fuel between tanks on the same vessel by a closed system. Fueling of vessels at any location other than the fueling dock shall require a permit issued by the District.

14.170 - Smoking

It shall be unlawful for any person to smoke, or to light, use, or carry any match, open flame or lighted lantern, upon any dock in the District where a "No Smoking" notice is displayed.

14.180 - Transfer of Hazardous Substances

No person without a permit shall cause the open transfer of any gasoline, fuel, or other toxic substance from one container or vessel to another, including but not limited to fuel tank of a vessel, within the Harbor other than at an authorized dock for the transfer of such substance. See also Harbors and Navigation Code Sections 135 and 293.

14.190 – Safety Equipment

It shall be unlawful for any person to tamper with, alter, modify or otherwise disturb any piece of safety equipment or safety system installed by the District or upon District property. This section does not apply to authorized persons engaged in repairs or installation of said equipment. Violation of this section is a misdemeanor.

14.200 – Backflow Devices

It shall be unlawful to connect to any hose connection on any dock unless such connection is fitted with a back flow device.

18.010 - Purpose

This chapter provides regulations to implement the policies of the Moss Landing Harbor District Master Plan addressing the protection of the natural resources under the stewardship of the District. Specific regulations will be incorporated into this chapter through amendment of this Code as applicable provisions of the District Master Plan are completed and adopted.

18.100 - Motorized Vessels in Elkhorn Slough

Motorized vessels operating within Elkhorn Slough shall be limited to a speed of four knots, or otherwise produces no wake. Vessels in Elkhorn Slough shall not approach seal haulout areas or otters and shall avoid harassment of birds in wetland areas. Damage to vegetation or soil while accessing and departing the waterway is prohibited.

18.200 - Surface Runoff Regulations

- A) **Purpose.** The purpose of this section is to provide regulations to protect the water quality of the Harbor and waterways under the jurisdiction of the District by implementing the provisions of the *Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters* and other applicable regulations published by the U.S. Environmental Protection Agency, to the extent that such implementation is within the authority and responsibility of the District rather than the State of California.
- B) **Boat cleaning and maintenance.** In order to minimize the introduction of pollutants into the Harbor from boat cleaning and maintenance activities, the following cleaning and maintenance practices are required for all boats moored in the Harbor, to ensure the proper disposal of solid and liquid wastes.
 - 1) **Hull cleaning and maintenance.** Hull cleaning and maintenance shall be performed to avoid the release to surface waters of harmful cleaners and solvents, and paint from in-water hull cleaning. Detergents and cleaning compounds used for washing boats should be phosphate-free and biodegradable, and amounts used should be minimized. The use of detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye should be avoided.
 - 2) **Hull painting.** The application of any paint containing any form of tributyl tin (TBT) to any vessel in the Harbor is prohibited.

CHAPTER 20 - FEES AND CHARGES

20.010 - General Rules for Fees and Charges

- A) **Fees and charges, when due.** All fees and charges established by Section 20.100 or other District ordinance are payable in advance of the service rendered, and shall be paid whether or not a statement is provided by the District. Berthing permit fees are due on the first day of the first month of any renewal period when paid annually. Utility Surcharge fees contained in Table 20.100(A)(5) shall be billed and payable with the berth rental fees for the month following the month in which the Utility Surcharge was incurred, with the exception of the Utility Surcharge fee for vessels that have persons living aboard, in which case the Utility Surcharge fee shall be billed and payable in advance with the berthing rental fees.
- B) **Personal checks.** The District may accept personal checks drawn in its favor for any license, permit, fee, charge or fine, or in payment of any obligation owing to it, or any trust deposit, if the person issuing the check furnishes to the authorized representative of the District satisfactory proof of identification by drivers license, or if the person issuing the check has his/her driver's license number on file with the District.
- 1) If any personal check is returned to the District without payment, for any reason, the District may impose a return check charge and may thereafter prescribe a different method of payment for that payment and future payments made by such person.
 - 2) The acceptance of a personal check constitutes payment of the obligation owed to the District to the extent of the amount of the check as of the date of acceptance when, but not before, the check is duly paid.
 - 3) The dishonor of any check received shall be grounds for the District to terminate the provisions of any service or facility to the person whose check is returned.
- C) **Late payment:**
- 1) **Interest.** Any amount remaining due and unpaid to the District 30 days after the payment was due shall accrue interest from the due date to the date of payment at the rate of 1 percent per month.
 - 2) **Late fee.** In addition to the interest accrued on late payment, any person who fails to pay an amount due to the District within 10 days of its due date will be subject to a late fee handling charge to cover the costs incurred for additional staff time, accounting work, and other expenses reasonably incurred in collection of overdue accounts, as provided by Section 20.100.
 - 3) **Collections.** The District may refer any overdue account to a collection agency, at the discretion of the General Manager, or may pursue collection by civil suit, which shall include the amount due, together with a penalty of 10 percent and an amount equal to court costs, and reasonable attorney's fees incurred in the suit.

4) Guarantees from persons owning past due charges.

- a) Prior to granting a permit or performing a service for a person owning past due charges to the District, the General Manager or Board may require from such person deposits or prepayment of charges in amounts greater than those set by Section 20.100, up to and including the amount reasonably necessary to protect the District against future financial loss occasioned by the applicant. In processing permit applications by persons owning past due charges to the District, the District shall be guided by the confidentiality provisions of applicable law.
- b) Persons owing money to the District shall not be entitled to continuing use of the facilities or services of the District except on a "cash" basis, payment of which shall include an amount agreed to by the General Manager that shall be applied to satisfaction of the prior debt. Persons having a judgment against them in favor of the Moss Landing Harbor District issued by a court of competent authority shall not be entitled to use of the facilities or services of the District until such time as said judgment is satisfied. This section shall not apply to the use of facilities or services of the District that are available to members of the general public such as meeting attendance, public parking, shoreline access, etc., but does include each and every use of the facilities or services that requires a permit from the District.

5) Installment Payments. The District may, at the discretion of the General Manager, enter into an installment agreement for overdue charges due the District. Such agreement shall be negotiated between the General Manager and the responsible party for the overdue charges, and shall contain at a minimum, the following provisions:

- a) The annual rate of interest shall be at the prime lending rate, plus 2 percent.
- b) The amount owing under the installment agreement shall be secured by a maritime lien on the vessel.
- c) The responsible party shall agree to be personally responsible for the amount owed or accruing under the installment agreement.
- d) The responsible party shall agree to pay all attorneys fees which may be incurred should responsible party fail to comply with the terms and conditions of the installment agreement.
- e) The responsible party shall agree to maintain the underlying account current. The installment agreement shall become due and payable on demand immediately if the underlying account goes into arrears.

D) Sale for charges due the District. See Harbors and Navigation Code Sections 500 through 505 and 522.**E) Penalty for Failure to Pay Dockage.** Any vessel which leaves any wharf, thoroughfare, slip, dock, or basin, unless forced to do so by stress of weather or by order of the Harbormaster, without first paying the dockage due is liable to pay double the regular rates plus the sum of Twenty Five Dollars.

20.100 - District Fee Schedule

Fee Schedule. The Board of Commissioners of the Moss Landing Harbor District hereby establishes the fees and charges for services provided by the District as set forth in Table 20.100 attached to this Chapter.

20.210 - Service Fee to Retrieve or Copy Public Records

A request to the District for copies of public records must be accompanied by payment of the fee established under Section 20.100.

20.240 - Service fee for CEQA Compliance

- A) **CEQA compliance costs.** A permit application subject to review under the California Environmental Quality Act (CEQA) shall be accompanied by the CEQA review deposit established under Section 20.100, or such greater amount of deposit which the Environmental Coordinator estimates as the cost of environmental review. Should the deposit be expended conducting environmental review, the applicant shall be liable to the District for additional fees and costs in the amount actually incurred by the District for the consultant and studies, and for the costs to publish and distribute public notices related to the application. Failure to pay environmental review costs within 30 days after receiving the bill shall constitute an unreasonable delay by the applicant in the environmental review process and shall result in cessation by the District of the environmental review process until billing is made current.
- B) **Exceptions.** Applications for District permits to carry out activities listed in Section 22.040.A.2 are not subject to this Section.

**Table 20.100 - District Fee Schedule
Revised July 1, 2019**

The fees and charges for services established by the Board under Section 20.100 of the Moss Landing Harbor District Ordinance Code for (A) berth rental fees, (B) District permits, and (C) services and equipment, are set forth below:

A) Berth rental fees. Berth rental fees for assigned, temporary, and transient berths, and for mooring in designated locations, are in the amounts set forth. Exceptions to assigned berth fees may be granted by the Board when the Board determines that conditions may warrant the suspension of the assigned berth charge or assessing a different charge against the government of the United States, or of any other nation, or otherwise is in the interest of public welfare.

1) **Assigned Berth Permit Fees** - Calculated on a monthly basis of \$ 8.15/foot. All vessels holding an assigned berth permit will be billed on the basis of vessel length over-all, or berth length, whichever is the greater for the berth to which the vessel is assigned. This is irrespective of the actual berth held by the vessel. Persons having an Assigned Berth shall be entitled to the following discounts:

a) **Annual Payment Discount** - A discount of 3% off the regular fee for payment of one year in advance. All such annual fees are due on October 1st of each year.

Should an assigned berth permit be issued subsequent to October 1st of any year, and the permittee wishes to pay the slip fee annually, a discount of 3% off the regular fee will be applied for the remaining months thru the following September 30th.

Existing annual assigned berth permittees will be entitled to a 3% discount until all annual accounts expire on September 30th, 2008.

In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without the advance payment discount prior to issuing of any refund. This discount may not be taken in addition to the Quarterly Payment Discount.

b) **Quarterly Payment Discount** - A discount of 3% off the regular fee for payment of 3 months in advance. In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without advance payment discount prior to issuing of any refund. This discount may not be taken in addition to the Annual Payment Discount.

c) **Commercial Vessel Discount** - A discount of \$.50/foot for commercial vessels defined as follows provided the owner's account is paid current:

(i) **Commercial Fishing Vessel** - A vessel currently licensed by the California Department of Fish and Game for commercial fishing, and currently documented by the United States Coast Guard as a fishing vessel or licensed by a state, and having landing receipts dated not more than one year prior to the date of application for commercial discount. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.

- (ii) The \$5,000 landing receipt requirement is suspended during any closure of any given fishery for which the assigned slipholder has a valid permit and on which the slipholder has relied in the past to meet the provisions of this section. The suspension is valid until the fishery reopens, the slipholder allows the fishing permit to lapse, or for a period of two years, whichever first occurs. Nothing contained herein shall prohibit the District from discontinuing or reducing the discount at any time.
 - (iii) Notwithstanding the foregoing, unless the vessel provides \$5,000 worth of landing receipts, no persons will be allowed to stay on board the vessel without a liveaboard permit applied for and issued in accordance with §6.110.
 - (iv) Commercial Passenger Vessel - A vessel currently documented by the United States Coast Guard for the carriage of passengers or licensed by a state, and having proof of commercial service in the form of receipts or IRS Form 1040, Schedule C or other such proof acceptable to the Harbormaster, and whose owner holds a current Facilities Use Permit issued by the Moss Landing Harbor District permitting the commercial use of the vessel in or from Moss Landing Harbor. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.
 - (v) Other Commercial Vessel - A vessel currently documented by the United States Coast Guard or licensed by a state, and having proof of commercial status acceptable to the Harbormaster, and whose owner holds a current Facilities Use Permit issued by the Moss Landing Harbor District permitting the commercial use of the vessel in or from Moss Landing Harbor. Application for commercial discount shall be made under penalty of perjury on forms provided by the District.
- d) Offloading Commercial Vessel Discount – a discounted berth fee of 50¢/foot per day will be charged to commercial vessels that are not subject to an existing berthing agreement with Moss Landing Harbor that offload fish in an established commercial fish offloading facility in the Harbor, subject to providing a landing receipt for such service to the Harbor upon check-in. Such discounted fee shall be in effect for a maximum of 48 hours. Thereafter, the vessel shall be subject to standard berthing fees established by the District's fee schedule.
 - e) Traveling Vessel Discount - A discount of \$1.00/foot for each full calendar month that the vessel is away from Moss Landing Harbor. This discount may only be taken if the owner or operator of the vessel notifies the harbor office on or before the 1st day of the month that the vessel will be absent for the month following. Except as otherwise provided for in this section the definition of "Commercial Vessel" contained in Section 2.200 remains in effect.
- 2) Temporary Berth Permit Fees - Calculated on a monthly basis of \$ 12.15/foot. All vessels holding a temporary berth permit will be billed on the basis of the berth size appropriate to the length of their vessel over-all. Fees apply whether vessel is side-tied, end-tied, in a berth or rafted. Fees apply whether or not vessel has access to utilities. Persons having a temporary berth shall be entitled to the following discount:

- a) **Quarterly Payment Discount** - A discount of 3% off the regular fee for payment of 3 months in advance. In the event the berthing permit is terminated prematurely the berthing fee shall be recalculated without advance payment discount prior to issuing of any refund.
- 3) **Transient Berth Permit Fees** - Calculated on a daily basis of \$1.25/foot. All vessels holding a transient berth permit will be billed on the basis of boat length over-all. Fees apply whether vessel is side-tied, end-tied, in a berth or rafted. Fees apply whether or not vessel has access to utilities. The minimum daily fee shall be \$10.00. No discounts.
- 4) **Multi-Hull Permit Fees** – Unless occupying only a single berth, catamaran type vessels shall pay 150% of the applicable berthing fees for a vessel of its length, or length of its berth, as applicable and trimaran type vessels shall pay 200% of the applicable berthing fee for a vessel of its length, or length of its berth, as applicable.
- 5) In addition to berth rental fees specified above all Assigned Berth Permittees vessels utilizing District owned or operated facilities shall be charged an AMENITY FEE in the amount of \$53.00 per month. The AMENITY FEE shall be billed on a monthly basis only without adjustment. Failure to pay in accordance with your berthing agreement will result in disconnection of power to your vessel.
- 6) **Liveaboard Fee:** Liveaboards, as defined by §6.110 shall pay a fee of \$155.00 per person per month.
- 7) **Pet Fee:** Any berther or regular visitor of the Harbor District or regular visitor of a berther who brings a pet onto District property shall pay a monthly fee of \$5.00 per pet.
- B) **District permits.** Permit application fees and permit fees are in the amounts set forth below. Applications for construction permits, rental business permits, short-term facilities use permit, and special activities use permits shall be accompanied by the CEQA review deposit described in paragraph C of this Table 20.100.

Permit	Application Fee	Permit Fee
Construction Permit	Actual cost to District. Payable per application form. CEQA review fee is also required.	None. Lease or License may be required as condition of permit.
Access/Use Permit Trailered Vessels, Includes 12 hours Parking		Daily Permit - \$18.00 per In and Out. Annual Permit - \$170.00 per calendar year. Vessels – Launch Only; \$12.00
Access/Use Permit PWC and Kayaks only; Includes 12 hours Parking		\$12.00 per day (Vehicle + a PWC/Kayak) \$150.00 per calendar year. Additional PWC/ Kayak –Launch Access Only; \$7.00 Annual Launch Access Only - \$72.00

Parking Permit Assigned vessel receives one "free" Assigned Parking Permit unless owner has Handicap Placard or sticker which is automatically free.	None	Temporary and Transient Vessels and other persons having business in the Harbor or parking for any additional liveaboard - \$100.00 per month. Daily Parking \$8.00; \$15.00/24 hrs. Boat Trailer Parking overnight in certain areas as designated by General Manager - \$10.00
Living Aboard Permit Required By All Assigned Vessels With One or More Persons Living Aboard Except Commercial Fishing Vessels, Transient Vessels	\$250.00 – One time application processing fee	\$155.00 per person per month.
Recreational Vehicle Park (Only available through District if commercial RV Park is full)	None.	Self-contained vehicles only on unimproved site. \$50.00 per night. Failure to pay will result in removal of vehicle at owner's expense.
Amenity Fee		\$53.00 per month
Facilities Use Permit, including Peddlers with Principal Place of Business offsite	\$250.00 application fee \$50 annual application renewal Fee if no changes plus appropriate CEQA review fee if use is not exempt from CEQA.	\$250.00 per year issuance fee. Lease or license may be required as a condition of permit.
Special Activities Use Permit	\$250.00 application fee plus appropriate CEQA review fee if use is not exempt from CEQA.	\$250.00 issuance fee
Passenger Vessel Fee See Vessel Definition in Chapter 2 of Ordinance Code	Applies to Permittees operating Passenger Vessels.	\$100.00 annually per passenger capacity. Applicable for duration of Permit. Can be paid monthly.
Pet Permit		\$5.00 per month per pet.

C) **District services and equipment.** Persons utilizing the below-described District services and equipment shall pay the fee shown below. Persons utilizing other District services required by this Code shall pay the amount of expenses actually incurred by the District to provide the service. Examples include but are not limited to the expense under Section 6.120.B.2 of a surveyor to determine a vessel unseaworthy, the District's costs and expenses under Section 14.150.C for refuse removal. Use of District equipment shall be in the discretion of the General Manager and persons utilizing such equipment will be required to execute a written waiver of liability in advance of such use.

Service/Equipment	Fee
Pass-through credit card transaction fee	\$7.00 per transaction added to all payments made to District using Master Charge or Visa.
Appeal to the Board (Sec. 24.100)	\$25.00 filing fee
Berth Exchange Between Two Assigned Berth Holders (Sections 6.024 and 6.026)	\$25.00 processing fee for berth exchange between two assigned berth holders to be split between applicants.
Berth Rental Security Deposit (assigned berth) (Section 6.022.B.1.a.)	\$500.00
Assigned Slip and Liveaboard Waiting List per §6.050.C.1 and (E) The \$75 assigned slip wait list application fee shall be waived in the event slips in the size category required are available immediately. Notwithstanding the foregoing fee waiver, the applicant will be required to complete the wait list application for administrative and documentary tracking purposes.	\$75.00 waiting list fee payable annually in January. An assigned vessel that intends to be away for one year or greater may give up its berth and be assigned to the highest position on the waiting list by payment of an annual fee equal to one month's berthing fee in advance and without discount. In the case of multiple vessels utilizing this provision Section 6.050(B) shall apply.
CEQA Review - Sections 20.240 and 22.220	\$75.00 deposit for project application subject to review by General Manager. \$500 deposit for project application subject to review by Board. Additional fees in amount actually incurred by the District for consultant, studies, public notices, etc. (See Section 20.240.)
Copies of Code Amendments – §1.200(B)(9) & and Copies of Public Records – §20.210	\$1.00 for first page, \$0.15 for each additional page. Fees waived for official distribution copies per Ordinance Code.
Dry Storage Space Rental – Section 12.300	Palletized or Unitized storage of materials or gear. Loose gear or materials must be secured on pallets and stacked not more than 8 feet high. Vehicles including boats on trailers; current registration required. Inoperable vehicle registration or immobile vehicles not allowed. 10' X 20' = \$90.00 10' X 30' = \$100.00 10' X 40' = \$110.00
Dry Storage Space – North Harbor	Boats on trailers only; current registration required 10' X 20' = \$140.00 10' X 30' = \$160.00 10' X 40' = \$180.00
Small Barge	\$115.00 per hour or fraction thereof for equipment and 1 employee, 1 hour minimum.
Skiff	\$150.00 per hour or fraction thereof for equipment and 1 employee, 1 hour minimum.

Service/Equipment	Fee
Forklift	\$75.00 per hour or fraction thereof including 1 employee, 1 hour minimum.
Truck	\$200.00 per hour or fraction thereof for equipment and 2 employees, 1 hour minimum.
Floating Barge/Crane (Requires skiff at separate skiff fee)	\$200.00 per hour or fraction thereof for equipment and 2 employees (skiff separate), 1 hour minimum.
Miscellaneous Equipment	As determined by the General Manager.
Pumpout	\$200.00 per hour or fraction thereof for 1 pump and 1 employee; \$100.00 per hour or fraction thereof for each additional pump with employee, 1 hour minimum.
Refloating of Sunken Vessel	The greater of \$800 or actual costs.
Towing Outside the Harbor (for non-emergency in Elkhorn Slough)	\$250.00 per hour or fraction thereof for one boat and two employees. Time begins when boat leaves berth. Time ends when boat returns to berth. 2 hour minimum.
Towing Within the Harbor	\$150.00 one way - includes 1 boat and two employees. \$100.00 per hour for each additional boat with employee, 1 hour minimum.
District Vehicle	\$75.00 per hour or fraction thereof for vehicle and 1 employee, 1 hour minimum.
District Personnel	\$70.00 per hour or fraction thereof per employee during normal business hours; \$100.00 per overtime hour or fraction thereof per employee, 1 hour minimum.
Phone Installation	\$90.00 flat fee (installation only, any repairs refer to above to District personnel for hourly rate)
Inoperable Vessel Mooring Surcharge - Sec. 6.120.C	\$175.00 per month until the vessel is made operable, or is removed from the Harbor, pro-rated for periods less than 1 month. Surcharge begins at the expiration of the 30-day period.
Key Issuance	Metal keys - \$25.00 per key deposit. Deposit will be forfeited if key not returned within 60 days of departure. Magnetic keys - \$10 per key purchase price. District may repurchase in its discretion in an amount based on condition. Magnetic key fobs - \$12 per fob purchase price. District may repurchase in its discretion in an amount based on condition.
Returned Check, Non-Sufficient Funds	\$25.00 per check.

Service/Equipment	Fee
Late Payment Handling Charge - Section 20.010(C)(2)	\$30.00 per occurrence on balances of \$90.00 or more.
Mailed Notices - Chapter 24.200 A) 2) a) (ii)	\$5.00 per individual notice; Fees waived for official distribution required by Brown Act, or to other agencies, or committee members.

CHAPTER 22 - ENVIRONMENTAL REVIEW PROCEDURES

22.010 - Purpose and Applicability

This chapter identifies the roles and responsibilities of the District in implementing the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines. The District is responsible under CEQA for acting as lead agency with respect to: all District projects within Monterey County jurisdiction; and all private and District projects within its granted State-owned tidelands. The District is also responsible under CEQA for acting as a responsible agency for projects undertaken by another agency but requiring District action. The intent of these regulations and procedures is to establish a systematic review process, equitable fees, and suitable definitions and criteria for District use. In the event that the provisions of this chapter are inconsistent with those of CEQA, the provisions of CEQA shall control.

22.020 - CEQA Guidelines Incorporated by Reference

The CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et. seq.), including definitions and appendices, as adopted and amended, are hereby incorporated by reference as though fully set forth here. The criteria, purpose, and objectives of the CEQA Guidelines shall apply to activities undertaken by the District that are subject to CEQA, with respect to the review of projects and preparation of environmental documents (exemptions, initial studies, negative declarations, and draft and final environmental impact reports (EIR's)).

22.030 - Determination of CEQA Applicability

Whenever the District proposes to carry out or approve an activity that may constitute a project as defined by the CEQA or the Guidelines, the Environmental Coordinator shall review the activity to determine whether:

- A) It is not a project as defined by Section 21056 of the Act or Section 15378 of the Guidelines; or
- B) It is a project, but is exempt from CEQA because it is either:
 - 1) Statutorily exempt pursuant to CEQA Section 21080(b) and Article 18 of the Guidelines; or
 - 2) Categorically exempt pursuant to Section 21084 of CEQA and Article 19 of the Guidelines; or
- C) It is a project that is not exempt, but the environmental coordinator can determine with certainty that there is no possibility that the activity in question may have a significant effect on the environment; or
- D) It is a project that requires an Initial Study and/or an EIR in compliance with this chapter. When it can be seen clearly that an EIR will be required for the project, the Environmental Coordinator may proceed according to Section 22.200 without further review.

22.040 - Exemptions from CEQA

This section identifies the types of projects undertaken by the District that normally are exempt from CEQA, and the nature of their exemptions. Activities of the District not listed in this section shall be subject to an environmental determination, unless the Environmental

Coordinator determines that an activity not listed here is substantially similar to an activity that is categorically exempt under the CEQA Guidelines.

A) **Statutory exemptions.** The following activities of the District are deemed to be statutorily exempt from the provisions of CEQA, pursuant to CEQA Section 21080(b) and Article 18 of the Guidelines:

- 1) **Emergency projects:** Emergency projects as defined by Guidelines Section 15269:
 - a) Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster, where the Governor has proclaimed a state of emergency; or
 - b) Emergency repairs to public service facilities necessary to maintain service; or
 - c) Specific actions determined by the General Manager to be necessary to prevent or mitigate an emergency.
- 2) **Ministerial acts.** The following approvals and entitlements granted by the District are considered ministerial actions pursuant to CEQA Section 21080(b)(1) and Guidelines Section 15268:
 - a) Berthing Permits.
 - b) Dry Storage Permits for boats, gear, and construction equipment.
 - c) General work orders.
 - d) Launch Ramp Permits.
 - e) Recreational Vehicle Permits.
 - f) Parking Permits.
 - g) Live-Aboard and Living Aboard Permits.
- 3) **Projects that are disapproved.** Projects that are denied, disapproved, or otherwise rejected by the Harbor District.
- 4) **Setting of fees.** District ordinances or resolutions setting fees for District services are statutorily exempt if the fees and the action adopting them satisfy the provisions of CEQA Section 21080(b)(8) (Rates, Tolls, Fares).
- 5) **Feasibility and planning studies.** A project involving feasibility or planning studies for possible future actions which the District has not approved, adopted, or funded as defined by Guidelines Section 15262. Consideration shall be given to environmental factors, but the preparation of an EIR or Negative Declaration is not required. This exemption is inapplicable to the adoption of a plan that will have a legally binding effect on later activities.

B) **Categorical exemptions.** The following activities of the District (including the approval of permits allowing such activities by private parties) are deemed to be categorically exempt from the provisions of CEQA, pursuant to CEQA Section 21080(b)(10) and Article 19 of the Guidelines:

- 1) **Existing facilities.** As provided by Guidelines Section 15301 for Class 1 exemptions, the operation, repair, maintenance, or minor alteration of or additions to existing

structures, facilities, mechanical equipment, topographical features, or landscaping, involving negligible or no expansion of use beyond that previously existing.

- 2) **Replacement or reconstruction.** As provided by Guidelines Section 15302 for Class 2 exemptions, the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.
 - 3) **New construction.** As provided by Guidelines Section 15303 for Class 3 exemptions, construction or location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure; the limited extension of utility services to serve such construction; and related accessory structures. For the purposes of this exemption, small structures mean those designed for an occupant load of 10 persons or less.
 - 4) **Minor alterations to land and temporary uses.** As provided by Guidelines Section 15304 for Class 4 exemptions, minor alterations in the condition of land, water, and/or vegetation that do not involve the removal of mature, scenic trees. Examples include but are not limited to new landscaping, minor temporary uses of land having negligible or no permanent effects on the environment, minor trenching and backfilling where the surface is restored, and maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies.
 - 5) **Land use limitations, protective actions.** As provided by Guidelines Sections 15305, 15307 and 15308 for Class 5, 7 and 8 exemptions, minor alterations in land use limitations in areas with average slopes less than 20 percent which do not result in any changes in land use or density, and other actions taken by the District to assure the maintenance, restoration, or enhancement of a natural resource or the environment where the regulatory process involves procedures for protection of the environment.
 - 6) **Minor accessory structures.** As provided by Guidelines Section 15311 for Class 11 exemptions, construction or placement of minor structures accessory to existing facilities, including but not limited to on-premise signs, small parking lots, and the placement of seasonal or temporary use items such as lifeguard towers, mobile food units, portable restrooms or similar items in generally the same locations from time to time.
 - 7) **Normal operations of facilities for public gatherings.** As provided by Guidelines Section 15323 for Class 23 exemptions, projects involving the normal operations of existing facilities for public gatherings for which the facilities were designed where there is a history of the same or similar kind of activity occurring for at least three years without the activities causing a foreseeable change in the operation of the facility. Examples are fishing derbies, organized boating races, and mass parking for short-term facilities use activities described in Section 26.200.A.
 - 8) **Other exempt activities.** Categorically exempt activities of the District also include any other activities listed as exempt by Article 19 of the Guidelines.
- C) **Exceptions.** Notwithstanding a designation of exempt, activities where there is a reasonable possibility of significant effect on the environment due to unusual

circumstances, or where the activity presents a potential interference with the promotion and accommodation of commerce and navigation within the Harbor, shall not be exempt.

- D) **Notice of Exemption.** When the Environmental Coordinator determines that an activity is exempt from CEQA, and after the project is approved or the District determines to carry it out, the Environmental Coordinator may file a Notice of Exemption with the County Clerk and may post the Notice of Exemption at the District offices for public review. The posting of the Notice of Exemption commences a 35-day statute of limitations period on legal challenges to the District's decision that the project is exempt from CEQA.

22.100 - Initial Studies and Negative Declarations

- A) **Purpose.** This section provides procedures for Initial Studies, and issuing negative declarations. An initial study is intended to determine whether a project that is not exempt from CEQA as set forth in Section 22.040 may have a significant effect on the environment and, thus, whether an EIR or a negative declaration must be prepared.
- B) **District projects.** When a non-exempt project is to be carried out by the District, the General Manager shall designate a staff member other than the Environmental Coordinator to complete the Environmental Information Form for the project. The Environmental Coordinator shall prepare such information as may be needed to constitute an initial study pursuant to State CEQA Guidelines Section 15063.
- C) **Private projects - Waiver of initial study.** An applicant may waive the initial study process where it is agreed that the project may have a potential significant effect on the environment. A written waiver shall be submitted using the form provided by the General Manager, which constitutes the applicant's agreement to proceed with preparation of an EIR without an initial study or environmental determination.
- D) **Conduct of initial study, time limits.** An initial study shall be conducted as set forth in Guidelines Section 15063, and as provided by this section. The District shall determine whether to prepare a negative declaration or an environmental impact report within 30 days of acceptance of an application as complete. A negative declaration must be approved within 105 days after acceptance of an application as complete, provided that such time limit may be extended an additional 90 days with the mutual consent of the General Manager and the applicant where compelling circumstances justify additional time.
- E) **Public review of proposed negative declaration.** When the Environmental Coordinator prepares a proposed negative declaration pursuant to Guidelines Sections 15070 and 15071 after conducting an initial study, the Environmental Coordinator shall provide public notice of the intention of the District to adopt a negative declaration as follows:
- 1) A copy of the proposed negative declaration shall be sent to the applicant, to every responsible agency and trustee agency concerned with the project, and every other public agency with jurisdiction by law over resources affected by the project; and
 - 2) Notice shall be given to all persons who have previously requested such notice; and
 - 3) Notice shall be either published at least one time by the District in a newspaper of general circulation in the area affected by the proposed project (such notice may be combined with any other public notice required by law), posted by the District on and off site in the area where the project is to be located, or mailed directly to owners of

property continuous to the project area as such owners are shown on the latest equalized assessment roll; and

- 4) The agenda in which the Board or the General Manager considers the project shall contain a notice of the proposed negative declaration.

The notice required by this section shall be provided at least 21 days before adoption of the negative declaration by the District or approval of the discretionary permit or other action that is the subject of the negative declaration. Where notice is provided to a state agency pursuant to paragraph (E)1 above, the notice shall be provided at least 30 days before the item is scheduled for consideration by the Board unless a 21-day period is approved by the State Clearinghouse.

- F) **Determining significant effect.** A determination of whether a project may have a significant effect on the environment shall be made by the Board where a discretionary action or permit is to be approved by the Board, and by the General Manager, where a discretionary action or permit is to be approved by the General Manager. The Board may adopt in whole or in part, modify, or reject the recommendation of the Environmental Coordinator and any Committee.

- 1) When the Board or General Manager determines that a project will not have a significant effect pursuant to CEQA and the Guidelines, a proposed negative declaration shall be adopted pursuant to subsection (G), below.
- 2) When the Board or General Manager finds that a project may have a significant effect, an EIR shall be prepared pursuant to Section 22.200, provided that where the General Manager finds that a project may have a significant effect, he or she shall refer a recommendation to the Board that preparation of an EIR be required, and the decision whether to require an EIR shall be by the Board.

- G) **Issuance of negative declaration.** The Board or General Manager shall adopt the negative declaration if it finds that there is no substantial evidence that the project may have a significant effect on the environment. The negative declaration shall be prepared for filing, and a copy of the negative declaration, including the initial study, shall be posted for at least 10 days in a public place in the District's offices at Moss Landing. If the Board modifies any part of the Environmental Coordinator's recommendations, the modified negative declaration shall be sent to all persons previously receiving the recommendation pursuant to subsection (E) of this section.

- H) **Notice of Determination, statute of limitations.** Within five days after the approval or determination to carry out a project for which a negative declaration has been adopted, the Environmental Coordinator shall file a Notice of Determination with the County Clerk. Such Notice shall also be filed with the California Governor's Office of Planning and Research (OPR) if the project requires discretionary approval from any State agencies. Filing the notice with the County Clerk (and with OPR where a State agency has discretionary approval power over the project) begins a 30-day statute of limitations pursuant to Section 15075 of the Guidelines and Section 21152 of CEQA.

22.200 - Environmental Impact Report Process

- A) **EIR Process initiation.** Where it is determined that an EIR shall be prepared in compliance with subsection 22.200, the Environmental Coordinator shall prepare a

recommended scope of work for the EIR. Where requested by any Commissioner or at the discretion of the Environmental Coordinator, the scope of work may be reviewed and approved by the Board prior to completion. For any private project, the applicant shall be consulted in preparing the scope of work. An applicant may, or if required by the Environmental Coordinator shall, submit additional information to aid in the preparation of the EIR. The Environmental Coordinator shall determine how and to what extent the applicant's information will be used.

- B) **Notice of Preparation.** When the scope of work is completed, the Environmental Coordinator shall complete a Notice of Preparation and attach the scope of work, and distribute the Notice of Preparation to all responsible agencies, trustee agencies, and federal agencies involved in funding or approving the project, the applicant, and any person who has requested such notice. The contents of the notice shall be as provided in Section 15082 of the Guidelines. When one or more state agencies are identified as responsible or trustee agencies, the Environmental Coordinator shall send the Notice of Preparation to the State Clearinghouse. The scope of work may be revised based upon comments from such agencies, or from the public.
- C) **EIR scoping process.** The EIR shall be prepared either by District staff or by a consultant under contract with the District. After receiving comments from the responsible or trustee agencies or any Federal agency, or not later than 30 days after issuing the Notice of Preparation, the Environmental Coordinator shall either initiate preparation of the EIR or engage a consultant to perform the work.
- D) **Consultant selection.** The General Manager shall maintain a list of qualified consultants for preparation of environmental documents. Where a consultant is to be selected, the General Manager may issue requests for proposals to qualified consultants and obtain estimates of fees and time for completion of the EIR, as well as technical approach to the work required. For any private project requiring an environmental impact report, the applicant shall be consulted as to any preference among the qualified consultants submitting estimates, and the General Manager shall give substantial weight to such preferences. The General Manager shall recommend to the Board the consultant who represents the best combination of reasonable fees and qualified performance. Consultant contracts shall require that the consultant and the consultant's subcontractors not have any conflict of interest. The General Manager or his designee shall exercise independent judgment on the draft environmental documents before they are circulated for review.
- E) **EIR contents.** The content of an EIR shall be as required by CEQA and the Guidelines.
- F) **Notice of Completion, public review.** A Notice of Completion of a Draft EIR shall be provided pursuant to Section 15085 of the Guidelines. The District shall provide public notice and a public review period pursuant to Section 15087 of the Guidelines.
- G) **Public Hearing, Draft EIR.** The District may hold a public hearing on any project for which a Draft EIR has been prepared in order to obtain public comment of the adequacy of the Draft EIR. The Environmental Coordinator shall respond to comments in the manner required by CEQA, and shall prepare a Final EIR pursuant to Section 15088 and 15089 of the Guidelines.

- H) **Certification of Final EIR.** The final EIR shall be considered by the Board and any Committee reviewing the project, and shall be certified by the Board prior to approval of the project pursuant to Sections 15090-15093 of the Guidelines.
- I) **Notice of Determination.** Within five business days after the District approves or determines to carry out a project for which a Final EIR is certified, the Environmental Coordinator shall file a Notice of Determination with the County Clerk and, where the project required review by a state agency, with the Office of Planning and Research, pursuant to Section 15094 of the Guidelines.

22.210 - Combined Hearings

The public hearings required by this article for adoption of a negative declaration or for consideration of a Draft EIR and certification of a Final EIR may be combined with any other public hearing conducted by the Board to consider the approval of the subject project.

22.220 - Fees for CEQA Review

Fees for CEQA review shall be paid by project applicants as required by Sections 20.100 and 20.240.

CHAPTER 24 - HEARINGS AND APPEALS

24.050 - Public Hearings; Procedures and Exceptions

The provisions of this Section shall apply to public hearings by the Board and meetings of standing committees, except as provided in Sections 24.055, 24.100, and 24.200 of this Code, or otherwise required by State Law.

- A) **Notice.** The District shall give notice of the time, place, and subject matter of public hearings and meetings of standing committees by posting the agenda for the meeting at which the hearing will be held in the office of the General Manager at least 72 hours in advance, and mailing notices to persons who have paid the fees required by Section 20.100.
- B) **Conduct of hearing.** At the time and place set for the hearing or meeting, the Board shall hear all persons wishing to be heard in accordance with the Ralph M. Brown Act (Government Code § 54950 et seq.), as amended from time to time.
- C) **Hearings on Board-reviewed permit applications.** At hearings on permit applications required by this Code to be reviewed by the Board, the Board shall receive all pertinent evidence in connection with the application. At the conclusion of the hearing, the Board shall make such findings of fact as appear from the evidence, and shall grant, conditionally grant, or deny the application. Examples of permit applications required to be heard by the Board are applications for construction permits for structures affixed to the land (Section 26.300) and special activities use permits (Section 26.200).
- D) **Appeals of Manager-reviewed permit applications.** Appeals of the General Manager's decisions on permit applications shall be heard in accordance with Sections 24.100 and 24.200. Examples of permit applications required by this Code to be heard by the General Manager include applications for: live-aboard permits (Section 6.110), construction permits for structures not affixed to the land (Section 26.300), short-term activities using District facilities (Section 26.100), rental business permits (Section 4.040), commercial vessel facilities use permits (Section 26.100), and peddling permits (Section 4.020).

24.055 - Public Hearings on Proposed Ordinances

Prior to adopting ordinances, the District shall give notice concerning the proposed ordinances in accordance with Harbors and Navigation Code Section 6070.2. At the time and place set for the hearing, the Board shall hear all persons wishing to be heard, in accordance with the Ralph M. Brown Act (Government Code, § 54950 et seq.), as amended from time to time.

24.100 - Public Hearings on Appeals of the Manager's Decisions

Decisions or interpretations of the General Manager pursuant to this Code may be appealed to the Board by an applicant or any aggrieved person as provided by this section.

- A) **Timing and form of appeal.** An appeal shall be filed within 10 business days of the decision that is the subject of the appeal, using the form provided by the General Manager in addition to any other supporting materials the appellant may wish to furnish. An appeal shall be filed with the General Manager, who shall process the appeal pursuant to this section.

- B) **Report and hearing.** When an appeal has been filed, the General Manager will prepare a report on the matter, and cause the appeal to be scheduled for consideration by the Board at its next available meeting.
- C) **Action and findings.** After holding a public hearing in compliance with Section 24.200, the Board may affirm, affirm in part, or reverse the action, decision or determination that is the subject of the appeal. The Board shall make findings stating the reasons for the action on the appeal, and verify the compliance or noncompliance of the subject of the appeal with the provisions of this Code.
- D) **Filing fee.** At the time of the filing of the appeal the appellant shall pay the required filing fee as established under Section 20.100 and the cost of publishing the public notice required under Section 24.200(A)(2)(c).
- E) **Appeals of the General Manger's decision on permit applications.** The General Manager's decisions on permit applications required by this Code to be reviewed by the General Manager shall be heard in accordance with this Section and Section 24.200.

24.200 - Public Hearings on Appeals and Matters under Harbors and Navigation Code Section 72.2

Public hearings on appeals under Section 24.100 shall be conducted as provided by this section. Where applicable, the public hearing required by this section shall also serve as the public hearing required by Harbors and Navigation Code Section 72.2.

- A) **Notice of hearing.** Notice of a public hearing under Section 24.100 or Harbors and Navigation Code Section 72.2 shall be given as follows:
 - 1) **Content of notice.** The hearing notice shall include the date, time and place of the public hearing, describe the matter to be considered, and explain how interested persons may obtain additional information.
 - 2) **Method of notice distribution.** Notice of public hearings under Section 24.200 or Harbors and Navigation Code Section 72.2 shall be given not less than 10 days before the hearing, as follows:
 - a) **Mailed notice.** Notice shall be mailed to:
 - (i) The appellant when Section 24.100 applied, or the prospective lessee when Harbors and Navigation Code Section 72.2 applies;
 - (ii) Each person who has requested notice and has paid the fee for mailing notices established under Section 20.100;
 - (iii) **Posted notice.** Notice shall be posted at the site of a proposed permit if a permit application is involved in the appeal or at the site of the proposed leasing if Harbors and Navigation Code Section 72.2 applies, or at the office of the General Manager if posting the site is impractical.
 - b) **Published notice.** Notice shall be published in a newspaper of general circulation published within the County of Monterey.
 - c) **Additional notice.** Any notice in addition to that required above may be provided at the discretion of the General Manager.

- 3) **Scheduling of hearing.** Appeals shall be scheduled for public hearing on the next available Board meeting scheduled for at least 72 hours after the appeal is filed. Leases under Harbors and Navigation Code Section 72.2 shall be scheduled for hearing in accordance with the requirements of that Section. At the discretion of the Board, a public hearing may be continued from time to time.
- B) **Notice of action when hearing continued.** If a decision is continued by the Board to a time that is neither previously stated in the notice provided pursuant to subsection (A) above, nor announced at the hearing as being continued to a time certain, the General Manager shall provide notice of the further hearings or action in the same manner and within the same time limits as provided by subsection (A).
- C) **Conduct of hearing.** At the public hearing, interested persons may present information and testimony relevant to a decision on the matter being discussed.

CHAPTER 26 - PERMIT REQUIREMENTS AND PROCEDURES

26.000 - Purposes, Conditions, and Limitations of District Permits

District permits are required for the activities described in Section 26.010 insofar as the activities are not otherwise regulated by federal, State, or County agencies, and insofar as the conditions of the permits are required for the safety and protection of persons or the property of persons using District facilities or the waters subject to the jurisdiction of the District.

26.010 - Permits Required

- A) **Permit requirement.** No person shall conduct any of the following activities within the harbor area or from the properties of the Moss Landing Harbor District without first obtaining the permit required by the District.
- 1) Berthing or mooring at any District berth or designated mooring area described in Chapter 6 of this Code.
 - 2) Construction or repairs of structures in, on, or over lands or waters under District jurisdiction described in Section 26.300, including pipelines.
 - 3) Living aboard a vessel berthed within the Harbor described in Section 6.110.
 - 4) All special activities described in Section 26.200.
 - 5) All short-term activities using District facilities described in Section 26.100.
 - 6) Use of the District's dry storage area described in Section 12.300.
 - 7) Use of the District facilities by for-hire vessels described in Section 26.100.
 - 8) Peddling within the District described in Section 4.020.
 - 9) Parking a vehicle within the District described in Section 4.070(A).
 - 10) Recreational Vehicle use as provided in Section 12.600.
 - 11) Launching of vessels from District owned or operated launch ramps and other areas designated accordingly by posted signage.
 - 12) The retail sale of fish to the public from or on District property.
- B) **Accident Waiver and Release of Liability.** Permittees assume liability to the maximum extent permissible under applicable law for activities carried out pursuant to District permits. The conditions of waiver and release are set forth in the District application form entitled "Agreement for Accident Waiver and Release of Liability".
- C) **Activities allowed without District permit.** Activities allowed without District permits include activities not described in paragraph A, or have no potential to interfere with the safety and protection of persons or the property of persons using District facilities or the waters subject to the jurisdiction of the District, or have no potential to interfere with public use of the Harbor area for all purposes of commerce and navigation, or with the right of the public to fish or navigate in Harbor waters.

26.020 - Application Requirements

All applications for permits required by this Code shall be filed using the forms provided by the District, including any additional materials required by the General Manager, and accompanied by the fees required by Chapter 20 of this Code (Fees and Charges).

26.030 - Modifications to Permit Language or Conditions. Should a permit applicant or permittee request modification of, or amendment to any of the District's standard Permit language or conditions, such applicant or permittee shall be required to pay the District the actual cost of any expenses incurred for reviewing that request (i.e., attorney fees, consultant fees, Committee fees, etc.), regardless of whether or not the request is granted after such review. An advance deposit against such expenses, in a reasonable amount to be determined by the General Manager, will be required before any action is taken on applicant's or permittee's request.

26.100 - Facilities Use Permit

- A) **Permit.** Owners of vessels operated for hire in District waters and using District facilities and persons who desire to use District waters or facilities for any of the following purposes shall first obtain a Facilities Use Permit. The General Manager may grant the Permit for a maximum of one year, or for the duration of the event, and may renew the permit.
- 1) Organized fishing derbies involving 10 or more persons or vessels, except for derbies requiring a Special Activities Use Permit under Section 26.200;
 - 2) Organized boating races, competitions, or regattas involving 10 or more persons or vessel, except for those requiring a Special Activities Use Permit under Section 26.200;
 - 3) Other organized activities deemed by the General Manager to have little or no potential for restricting harbor operations. Examples might include mass parking for vehicles in connection with events in Moss Landing lasting less than 12 hours, events with less than 100 participants lasting less than 12 hours, or non-intrusive scientific experiments in District waters having a duration of less than 3 months.
 - 4) Peddler's as described in Section 2.200 and 4.020.
- B) **Permit application.** Applications for a Short-term Facilities use Permit shall include the same information required for a Special Activities Use Permit under Section 26.200(B).
- C) **Time of filing application.** Applications for a Short-term Facilities Use Permit shall be filed within the same timelines as a Special Activities Use Permit under Section 26.200(C).
- D) **Application review and approval.** Applications for a Short-term Facilities Use Permit shall be reviewed by the General Manager, who may then approve the Facilities Use Permit if such permit is categorically exempt from CEQA. The General Manager shall then report out the issuance of the permit at the next regular meeting of the Board, who may then ratify or modify the permit. If, in the opinion of the General Manager the Facilities Use Permit is not exempt from CEQA, the application shall be referred to the Board at the next regularly scheduled meeting for further review and determination under the CEQA process. The General Manager's decision is appealable in accordance with Sections 24.100 and 24.200. The General Manager may issue the Short-term Facilities Use Permit upon the same findings specified for a Special Activities Use Permit (Section 26.200(D))

- E) **Notification.** The General Manager shall act upon the application within 14 days after the application is deemed complete, or 14 days after completion of CEQA review. The General Manager shall, if disapproving the application, mail the applicant a notice of the decision, stating the reasons for denial, within five days after the application was denied.
- F) **Duration of permit.** Facilities Use Permits will be issued for a maximum of one year, or for the duration of the event or activity, whichever is longer. Extensions of permit shall be reported to the Board at its next regular meeting in the same manner as original permits.
- G) **Conditions of permit.** A Facilities Use Permit issued as provided by this section shall include conditions of approval covering the same requirements specified for a Special Activities Use Permit in Section 26.200(G).
- H) **Conduct of permittee.** A person who is granted a Facilities Use Permit shall ensure that persons using District facilities under the permit comply with all terms, conditions and provisions of the Permit, with all applicable laws of the state of California, and with this Code. Data accumulated through scientific experiments or tests conducted in District waters shall be released to the District for its review.
- I) **Revocation of permit.** The General Manager shall have the authority to revoke a Short-term Facilities Use Permit if the General Manager finds that any term, condition, restriction or limitation of the Permit has been violated or is being violated.
- J) **Fee.** The permit fee shall be in the amount established under Section 20.100.

26.200 - Special Activities Use Permits

- A) **Special Activities Use Permit required.** No person shall use District waters for any of the following purposes without a Special Activities Use Permit:
 - 1) Organized fishing derbies lasting over 12 hours and/or having over 100 participants;
 - 2) Organized boating races, competitions, or regattas lasting over 12 hours and/or having over 100 vessels;
 - 3) Mariculture operations;
 - 4) Any other organized activity (including scientific experiments) with the potential for restricting Harbor operations, public fishing, commercial or recreational navigation, public access and recreation on District land or waters.
- B) **Permit application.** Applications for a Special Activities Use Permit shall be filed as provided by Section 26.020, and shall also include the following information:
 - 1) The name, address and telephone number of the person seeking the Special Activities Use Permit and identifying the specific proposed use.
 - 2) If the Special Activities Use Permit is to be held by an organization, the name, address and telephone number of the organization, and of its officers.
 - 3) The date when the activity will be held.
 - 4) A description of the specific area(s) to be used (i.e., location within the Harbor, route to be used including starting and termination points, etc.).

- 5) The approximate number of people and vessels or vehicles, and the kinds and types of vessels/vehicles that will participate in the activity.
 - 6) The approximate times of day when the activity will start and end.
 - 7) The location of any assembly areas for people participating in the activity.
 - 8) A copy of the insurance policy to be used by the applicant for coverage of the activity.
 - 9) Any additional information deemed necessary in determining whether the Permit shall be issued.
- C) **Time of filing application.** An application for a Special Activities Use Permit shall be filed with the District at least 90 days before the event. An application requiring a negative declaration or EIR shall be filed within the timelines for CEQA review described in Chapter 22 of this Code. An application shall not be deemed complete until the Harbor District has received all required information.
- D) **Application review and approval.** All Special Activities Use Permit applications shall be reviewed by the Board at a public hearing. Notice of the Board's review shall be posted outside the District office at least 72 hours before such review. The Board's decision is final and there shall be no right of appeal. The Board may issue the Special Activities Use Permit upon finding that:
- 1) The conduct of the activity will not interrupt the safe and orderly movement of vessels in Harbor waters.
 - 2) The conduct of the activity is not reasonably likely to cause injury to persons or property, provoke disorderly conduct, or create a disturbance.
 - 3) The conduct of the activity will not prevent the normal activities of District employees.
 - 4) If the activity is one which shall move from place to place within the Harbor, it will do so expeditiously and without unreasonable delays en route.
 - 5) The activity is not to be held for the principal purpose of advertising any product, goods, or event, and is not designed to be held principally for private profit.
- E) **Notification.** The Board shall act upon the application for a Special Activities Use Permit within 45 days after completion of environmental review. If the Board disapproves the application, it shall mail the applicant a notice of its action, stating the reasons for denial of the Permit, within five days after the denial is final.
- F) **Duration of permit.** Special Activities Use Permits will be issued for a fixed time period, up to a maximum of one year. Continuation of approved activities for more than one year may be approved by the Board as an extension of the permit.
- G) **Conditions of permit.** A Special Activities Use Permit issued as provided by this section shall include conditions of approval covering the following, where applicable:
- 1) The starting time of the activity.
 - 2) The minimum and maximum speeds to be maintained by vessels, if any.
 - 3) The maximum length of components of the activity in miles or fractions of miles.

- 4) The safe and appropriate separation distance to be maintained between people or vessels participating in the activity.
 - 5) The specific areas of the Harbor that may be utilized or occupied by the activity.
 - 6) Mitigation measures recommended by the negative declaration or final EIR for the activity shall be a condition of the Permit, unless otherwise specified.
 - 7) Any other restrictions, conditions or limitations that the General Manager may find necessary.
- H) **Conduct of permittee.** A person who is granted a Permit by the Board shall comply with all terms, conditions and provisions of the Permit, with all applicable laws of the State of California, and with this Code. Data accumulated through scientific experiments or tests conducted in District waters shall be released to the District for its review.
- I) **Revocation of permit.** The Board shall have the authority to revoke a Special Activities Use Permit if it determines that any term, condition, restriction or limitation of the Permit has been violated or is being violated.

26.300 - Construction Permit

A Construction Permit shall be obtained prior to commencing construction in, upon or under any of the lands, marshes, tidelands, and submerged lands, including but not limited to the "Old Salinas River Channel," from the northerly extremity to its mouth southernly to the county road across said channel south of the existing bridge of Moss Landing, and lands within the Bennett Slough, Elkhorn Slough and Moro Cojo Slough, held in trust by the District. The permit shall be obtained by filing an application as provided by Section 26.020. For purposes of this section, "construction" shall include, but not be limited to, work to construct or repair structures affixed to real property and submerged lands, repair work conducted in waters under District jurisdiction, and infill and restoration projects conducted on, in or staged from lands and waters under District jurisdiction.

- A) **Review of application.** Applications to construct or repair structures affixed to real property, including submerged lands, and infill and restoration projects, shall be reviewed by the Board at a public meeting. Examples include, but are not limited to, the installation or repair of pipelines, pilings and seawalls, and wetlands infill and restoration projects. Applications to construct or repair hulls and other structures not affixed to real property shall be reviewed by the General Manager. The General Manager's decision is appealable to the Board in accordance with Sections 24.100 and 24.200.
- B) **Permit Conditions.** Construction permits shall be conditioned in a manner to enforce the Resources Protection standards established in Chapter 18, to ensure that the use of public trust lands and waters is not significantly impeded either on a temporary basis during construction activities or on a permanent basis after construction has been completed, to ensure that the use of public trust lands and waters are not conveyed without appropriate compensation to the public, and to protect the ongoing right of fishing and navigation held by the people of the State of California:
- 1) **Construction affixed to public trust lands in District waters.** Permits to construct structures on public trust lands shall be conditioned on a lease or agreement between the applicant, the State Lands Commission, and/or the Harbor District for the

affected area. The permit shall be conditioned on the permittee posting a bond to ensure removal of the construction. The bond shall be of a type and in an amount approved by the General Manager.

- 2) **Pipeline discharge.** To the extent pipelines are likely to contaminate the Harbor in a manner not otherwise regulated by State or federal agencies, the permit shall be conditioned on the permittee paying the reasonable cost to clean-up the contamination, as determined by the Board.
 - 3) **Chapter 18.** Compliance with the Resources Protection Standards of Chapter 18 is a condition of a Construction Permit.
 - 4) **Mitigation measures.** Mitigation measures recommended by the negative declaration or final EIR (if any) for the Construction Permit shall be a condition of the permit, unless otherwise specified.
 - 5) **Expiration date.** Construction permits may be conditioned to expire on a specific date, determined by the Board or General Manager as applicable.
 - 6) **Other.** Any other restrictions, conditions or limitations that the Board or General Manager may find necessary.
- C) **Pipelines.** A Construction Permit for a pipeline gives the permittee the privilege of running a pipeline in, under, or over District waters and gives the permittee the use of the pipeline(s) for the period stated in the permit subject to the limitations of paragraph A, payment of the fees required by this Code, and compliance with the requirements of this Code and other applicable law.
- 1) **Board approval.** Installation of the pipeline(s) will be at the expense of the permittee and the location and manner of installation shall be approved by the Board.
 - 2) **Maintenance.** The permittee shall at all times maintain the pipeline(s) in good condition and in a manner satisfactory to the Board.
 - 3) **Fish receiving hoppers exempt.** The construction and operation of fish receiving hoppers does not require a permit.
 - 4) **Termination of permit.** In the event of cancellation or termination of the permit, the pipeline(s) shall become the property of the District, or the permittee shall be required to remove the pipeline(s) at their own expense, at the option of the Board.
- D) **Permit and application fees.** The permit fee shall be in the amount established under Section 20.100. It shall be in addition to the application fee and other rates, tolls and charges required by this Code.
- E) **Permit renewals.** Renewal of a Construction Permit shall be consistent with requirements of this Code applicable at the time of the renewal.

- F) **Exceptions.** At the General Manager's discretion, applications to construct, repair, or establish structures may be exempted from the requirement for a construction permit provided the construction is (1) exempt from CEQA, (2) located on lands for which no lease or franchise is required from the State Lands Commission, (3) has no potential whatsoever to interfere with commerce, navigation or fishing, either during the construction period or as a result of the proposed construction activity, (4) is not affixed to structures affixed to land, located in, under, or above District waters, and (5) has no potential whatsoever to adversely affect the physical environment. Examples include the minor alteration of existing structures or replacement of existing structures on lands owned or leased by the applicant, minor trenching and backfilling on lands owned or leased by the applicant where the surface will be restored and where it is determined that such work will have no negative impact on adjacent lands or waterways, and the placement on dry land of temporary use items such as tents or mobile food units in connection with activities at Kirby Park. The General Manager's decision to exempt the construction from the requirement for a construction permit shall not be final until reported to the Board at the next available meeting. The decision may be appealed by any aggrieved person in accordance with Section 24.100 and 24.200, or appealed by a majority vote of the Board at the meeting of where it is reported, in which case it shall be set for hearing at a special meeting of the Board, or at the next regularly-scheduled meeting.

CHAPTER 28 - VIOLATIONS AND ENFORCEMENT

28.100 - Violation of Ordinance Code - Policies and Procedures

It is unlawful for any person to violate or otherwise fail to comply with all applicable provisions of this Code. The General Manager or his/her duly authorized representative shall have the power to issue citations for violations in the manner provided by Chapter 5c, commencing with Section 853.6 of Title 3, Part 2, of the Penal Code.

- A) **Misdemeanor violations.** As provided by Section 6070.4 of the Harbors and Navigation Code, anyone who violates any provision of this Code is guilty of a misdemeanor, subject to fine of up to \$1,000 and/or imprisonment for six months. (Penal Code 19).
 - B) **Revocation of Berthing Permits.** Section 6.028 of this Code (Revocation of Berthing Permit and Removal of Vessel) establishes requirements and procedures for the revocation of berthing permits.
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AB 691 Sea-Level Rise Assessment

Moss Landing Harbor Sea Level Rise Vulnerability and Adaptation Strategy Report



June 2019

Prepared for the Moss Landing Harbor District

Prepared by the Central Coast Wetlands Group



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1. Introduction

Report Goals

This project will achieve four objectives (as defined by the State Lands Commission) intended to further regional planning for the inevitable impacts associated with predicted Sea Level Rise (SLR) on the Moss Landing Harbor, Elkhorn Slough and adjacent beach areas within the properties in and adjacent to the state lands granted to the Moss Landing Harbor District. Goals include:

- Identify what critical coastal infrastructure would be compromised due to predicted SLR for time horizons 2030, 2060¹, and 2100 and for extreme SLR scenarios (H++).
- Identify what critical coastal subtidal habitats would be compromised due to predicted SLR for time horizons 2030, 2060, and 2100 and for extreme SLR scenarios (H++).
- Identify appropriate response strategies for these risks and discuss the programmatic and policy options that can be adopted to address these risks.
- Quantify the potential financial losses of infrastructure within the predicted hazard zones and the costs of adaptation alternatives.

Products of this report include:

1. An assessment of the impact of SLR on granted public trust lands, as described in the Resolution of the California Ocean Protection Council on Sea-level Rise and the latest version of the State of California Sea-Level Rise Guidance Document.
2. Maps showing the areas that may be affected by SLR in the years 2030, 2060, and 2100. These maps shall include the potential impacts of 100-year storm events. A local trustee may rely on appropriate maps generated by other entities.
3. An estimate of the financial cost of the impact of SLR on granted public trust lands. The estimate considers, but is not limited to, the potential cost of repair of damage to, and the value of, lost use of improvements and land, and the anticipated cost to prevent or mitigate potential damage.
4. A description of how the local trustee proposes to protect and preserve natural and manmade resources and facilities located, or proposed to be located, on trust lands and operated in connection with the use of the trust lands. The description shall include, but is not limited to, how wetlands restoration and habitat preservation might mitigate impacts of SLR.

¹ In 2014 local SLR models were developed for the Monterey Bay and 2060 hazard predictions were selected instead of 2050 values. This decision has been determined by the State to meet state planning guidelines.

Background Vulnerability Assessments

In 2013 the State of California adopted policy requiring all entities with granted public trust lands to draft sea level rise vulnerability plans for resources within the jurisdictional boundaries of their State lands.

In 2017, the Central Coast Wetlands Group at Moss Landing Marine Labs (CCWG) completed a community-wide sea level rise vulnerability analysis for the Moss Landing Community.² The resulting report was funded by The Ocean Protection Council through the Local Coastal Program Sea Level Rise Adaptation Grant Program. This grant program is focused on providing resources to local governments to support the update to Local Coastal Programs (LCPs), and other plans authorized under the Coastal Act³ such as Port Master Plans, Long Range Development Plans and Public Works Plans (other Coastal Act authorized plans) to address sea-level rise and climate change impacts, recognizing them as fundamental planning documents for the California coast.

The County of Monterey developed and adopted a Local Hazard Mitigation Plan in 2014. This plan works to “identify and profile natural hazards [storm surge, coastal erosion, earthquake, expansive soils, flood, and tsunami] and to lesser extent manmade hazards; assess vulnerability; set local hazard mitigation goals and strategies; and plan for future maintenance of the Local Hazard Mitigation Plan.”⁴ Sea level rise is not explicitly addressed by the plan, though increased intensity of coastal erosion and storm flooding due to sea level rise are discussed. The plan explores integrated mitigation strategies, which include actions to reduce vulnerability from erosion, flooding, and other natural and human hazards.

The Moss Landing Community Plan⁵ discusses sea level rise and the importance of armoring the coastline in order to protect the harbor and its related coastal uses. This vulnerability report is intended to aid future planning to increase resiliency and provide greater detail on the risks to the Moss Landing area from coastal climate change during three future time horizons (2030, 2060 and 2100). Risks to properties were identified using the ESA PWA Monterey Bay Sea Level Rise Vulnerability Study⁶ layers developed in 2014 using funding from the California Coastal Conservancy.

² Moss Landing Coastal Climate Change Vulnerability Report (2016)

³ State of California. *California Coastal Act of 1976*. <http://www.coastal.ca.gov/coastact.pdf>

⁴ Monterey Multi-Jurisdictional Hazard Mitigation Plan, 2014, ch 2, pg 3

⁵ Moss Landing Community Plan, Revised Draft 2014

⁶ ESA PWA. 2014. *Monterey Bay Sea Level Rise Vulnerability Study: Technical Methods Report Monterey Bay Sea Level Rise Vulnerability Study*. Prepared for The Monterey Bay Sanctuary Foundation, ESA PWA project number D211906.00, June 16, 2014

2. Sea-level Rise Vulnerability Assessment

Inventory of Vulnerable Natural and Built Resources and Facilities

State Grant Tide and Submerged Lands Description

In 1947 the State of California granted the Moss Landing Harbor District the Submerged and Tide lands of the Old Salinas River channel below the Potrero and Moss Landing tide gates and includes the main channel of Elkhorn and Bennet sloughs and the coastal tide lands to the north and south of the Moss Landing Harbor entrance (Figure 1). Within this area are significant natural habitat features, historical infrastructure (in various stages of disrepair) and currently operating infrastructure managed by the Harbor District, the Moss Landing power plant, the County, and by adjacent private land owners. Portions of the submerged lands of Elkhorn Slough are designated as Marine Protected Areas and managed by the Department of Fish and Wildlife and the Elkhorn Slough National Estuary Research Reserve.

The Moss Landing Harbor is the number one commercial fishing harbor in the Monterey Bay with 600+ slips for recreational boaters and commercial vessels. Partnering with marine research and education institutions, the Moss Landing Harbor District (MLHD) provides full public access to the marine environment. Designated as a year-round port of safe refuge, Moss Landing Harbor provides safe, reliable marine refuge and services to members of the boating public. Moss Landing Harbor supports the research and educational endeavors of the Monterey Bay Aquarium Research Institute and Moss Landing Marine Laboratories.

More than 100 active fishing vessels can be berthed in Moss Landing at any time along with 7 research and government vessels. Two eco-tour pontoon boats are docked here as well as charter fishing boats, whale watching vessels, and numerous kayak rentals and ecotourism businesses. The harbor supports commercial fishing and recreational boating as well as restaurants. The Jetty Road sand spit is located along the northeast side of the harbor. The Moss Landing Harbor provides parking and other harbor and beach access facilities which are located within both the north and south harbor areas (north and south of the main harbor entrance).

Moss Landing Harbor properties are surrounded by water—the ocean, Elkhorn Slough, Moro Cojo Slough, and the nearby Salinas River. The proximity to the Monterey Bay National Marine Sanctuary and the open ocean makes Moss Landing Harbor a valuable maritime resource that is also vulnerable to periodic impacts from ocean storms that will be exacerbated by sea level rise. Storm events have impacted the community in the past; including the 1995 flood and the 1982 and 1998 El Nino events. Each of these climatic events has damaged infrastructure and properties.

This map was prepared by the staff of the California State Lands Commission. The map was based upon information available to the staff at the time of the survey. It does not reflect legislation, court decisions, or other information unavailable to staff at the time of the survey. Therefore, while useful for general grant administration purposes, the true boundaries may not be those depicted.

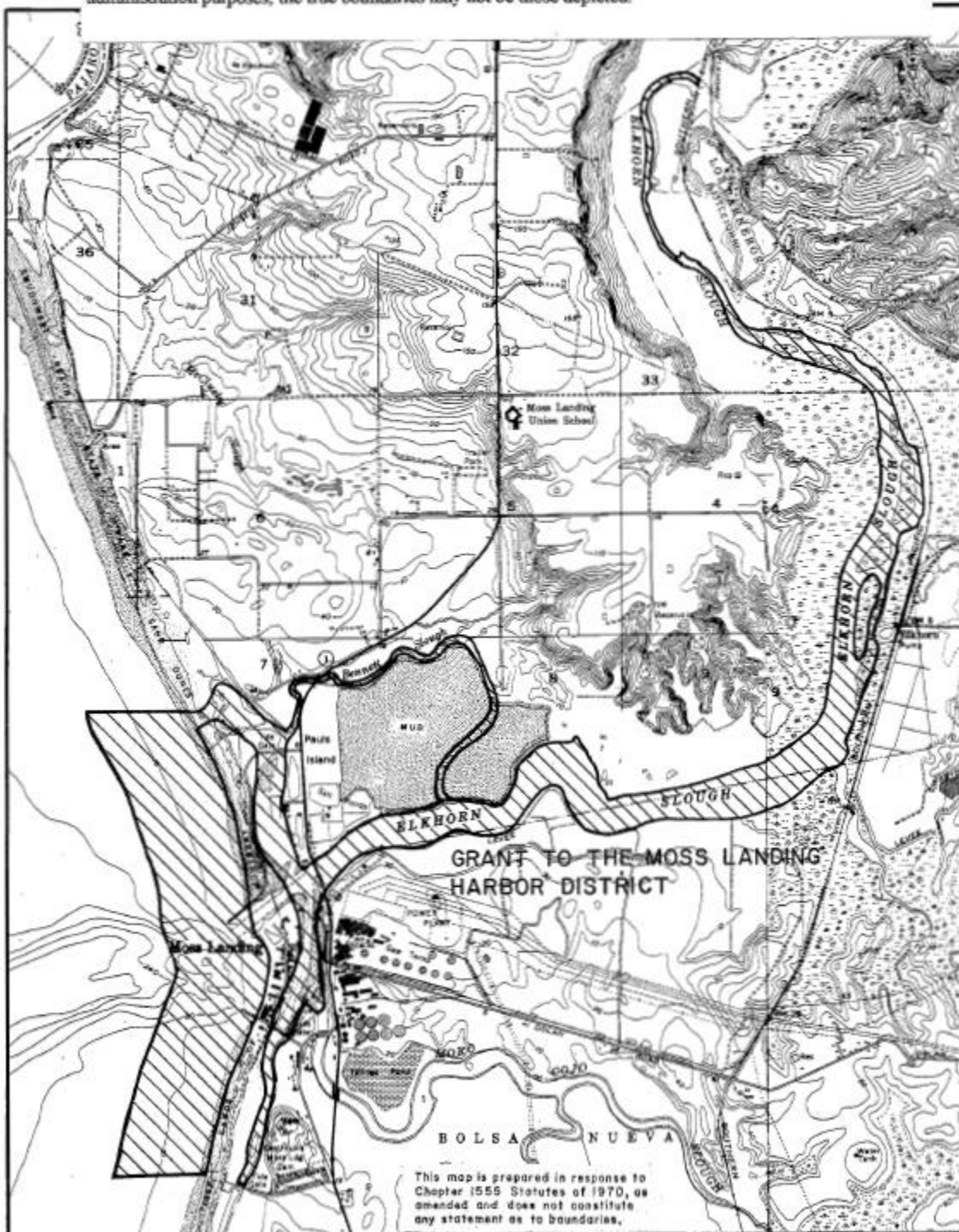


Figure 1. Submerged lands granted to Moss Landing Harbor District

Harbor Shoreline Structures

Much of the Moss Landing Harbor is developed for commercial and recreational boating with shoreline edges comprised of a mix of rip-rap and concrete sea walls. A large amount of harbor related infrastructure was built within the footprint of the historical Old Salinas River. The Harbor entrance is maintained by two large rock jetties that reach more than 1,500 feet out from the main harbor channel into the open Monterey Bay (Figure 2). The harbor mouth and main harbor channel are dredged periodically to maintain operational depth. While the jetties remain in good condition, the sand behind the inland end of structures has eroded by tidal eddies that scour sand and deposit those sediments elsewhere (in the north harbor area). Most of the 2.5 km of the south harbor waterfront is man-made and or hardened with rip-rap or concrete. Only one quarter (0.5km) of the north harbor waterfront is protected or hardened.



Figure 2. Moss Landing Harbor levees

(Image: Copyright 2002-2017 Kenneth & Gabrielle Adelman, California Coastal Records Project, www.Californiacoastline.org)

Tidal Management Structures

A number of tide gates, culverts and other water control structures have been installed, replaced, and upgraded since the late 1800s. Many of the structures were installed when the harbor was created to reduce erosion, lessen inland saltwater migration, and control tidal action. Many of these structures are in disrepair and maintenance responsibilities are not well defined and distributed among a number of state and county agencies. The Harbor District staff notes that the loss of wetlands in portions of Elkhorn Slough and the Bennett Slough have been intensified by the breaching (in the 1980s) of the original protective levees (which were installed when the harbor mouth was opened) in the eastern areas of the Elkhorn Slough, and the opening of the Bennett Slough to tidal scour when Jetty Road was rebuilt after the 1989 earthquake.

Moss Landing Village

The community of Moss Landing is a small fishing village with restaurants, antique stores, and galleries, best known for its working harbor and proximity to Elkhorn Slough and the productive fisheries of the Monterey Bay.

Elkhorn Yacht Club

Elkhorn Yacht Club was founded in 1946. The Elkhorn Yacht Club Mission Statement is: "A safe, family friendly, thriving entity providing our members with a social environment focused on ocean sports, environmental footprints and lifelong friendships." The club supports expansive facilities overlooking the

channel leading to the Elkhorn Slough. It hosts a bar, waterfront patio with fire rings, a garden courtyard, hearth room, dining hall, and kitchen.

Recreation and Public Access

Beaches, Parks, and Reserves: Moss Landing State Beach, Salinas River State Beach (part of which is designated as the Salinas River Dunes Natural Preserve), and Zmudowski State Beach Park, located to the north and south of the harbor entrance, offer great places for surfing, horseback riding, surf fishing, windsurfing, hiking, and wildlife-watching.

The Elkhorn Slough National Estuarine Research Reserve, the Elkhorn Slough State Marine Reserve, and the Moss Landing State Wildlife Area (limited recreation access), encapsulate Elkhorn Slough and its many surrounding wetlands, while also providing more than five miles of hiking and boardwalk trails, and a visitor center with restrooms and a paved overlook road. The slough is also accessible by kayak or small boat from the harbor, allowing up-close viewing of the incredible biodiversity.

The Monterey Bay Marine Sanctuary Scenic Trail runs through Moss Landing, helping link the Santa Cruz and Monterey County coastal access infrastructure.

Coastal Access and Public Parking: Boats within the harbor offer tours of Elkhorn Slough and the Monterey Bay National Marine Sanctuary to observe local wildlife. There are public parking lots and street parking on Jetty Road, just off of Highway 1, to provide easy access to the beach. There is a parking lot at Elkhorn Yacht Club, and there are parking lots around the harbor providing access to the Slough and the ocean. Access and parking to Salinas River State Beach is provided at the ends of Sandholdt, Potrero and Molera roads.

Transportation

Highway 1: Highway 1 runs through Moss Landing with a bridge crossing Elkhorn Slough. There are three locations along the highway where motorists can exit the highway and access the Harbor.

Rail: The rail line transects the Moss Landing area passing through Elkhorn and Moro Cojo sloughs. The rail line is operated by Southern Pacific for both commercial and passenger service.

Bridges: There are a number of bridges and roads that overpass the complex network of creek and wetland features within Moss Landing.

Moss Landing and Sandholdt Roads: Moss Landing and Sandholdt roads provide access to much of the Harbor Districts infrastructure and maritime access.

Natural Resources

Wetlands: Elkhorn Slough's tidal salt marsh provides critical habitats for many species, including more than 135 species of aquatic birds, 550 species of marine invertebrates, and 102 fish species, as well as sea otters, sea lions, and harbor seals. Surrounding wetlands including the Moro Cojo Slough and Old Salinas River provide important habitats for threatened species and flood attenuation during winter storms.

Dunes: The beach dunes along Moss Landing State Beach and Salinas River State Beach provide important habitat for many native plants and animals, including the western snowy plover, the white-tailed kite, western fence lizard, beach wild rye, beach bur, yellow sand verbena, and many more species.

Protected Habitats: Monterey Bay National Marine Sanctuary, Elkhorn Slough State Marine Conservation Area, Elkhorn Slough State Marine Reserve, Elkhorn Slough National Estuarine Research Reserve, Moss Landing State Wildlife Area, Moro Cojo State Marine Reserve, Salinas River Dunes Natural Preserve, and California State Beaches support special status species and their habitats.

Assets Used in Study

To meet AB 691 guidelines, this vulnerability assessment evaluates: 1) harbor infrastructure within the harbor public trust lands that are vulnerable to SLR and Climate Change impacts, 2) natural resources within areas vulnerable to SLR directly associated with harbor operations, 3) protective infrastructure (and associated development on those properties) that provide a buffer/boundary from ocean impacts, 4) Public access points and county roads needed to provide access to harbor infrastructure and properties, and 5) infrastructure and properties that are outside the public trust boundaries that are vulnerable to projected hazards and are vital to the continued operations of the harbor (Table 1).

Table 1. List of Assets Used in Analysis

ASSET CATEGORY	ASSET
Harbor Infrastructure	Harbor buildings
	Docks and entranceways to docks
	Electric meters
	Storm drains
	Trash enclosures
	Lift stations
	Parks
Access	Bathrooms
	Roads and parking
	Coastal access points
Natural Resources	Wetlands (NWI)
	Eelgrass beds
	Marine mammal haul-out areas
	Beaches and dunes
Protective Infrastructure	Coastal armoring
	Harbor jetties
	Culverts and tide gates
Infrastructure Outside of State Granted Lands	Buildings and parking lots

Current State Sea Level Rise Policy Guidance

Coastal Hazard Models

State guidance suggests that “a Bayesian probabilistic framework can support improved decision making and easily integrate new lines of scientific evidence but may under- or overestimate sea-level rise contributions beyond 2050 and could lead to confusion if decision makers are unclear about the difference between Bayesian and frequentist probabilities. Nonetheless, probabilistic projections represent consensus on the best available science for sea-level rise projections through 2150. With continued advances in sea-level rise science, it is expected that probabilistic projections will change in the future. However, the evolving nature of sea level rise projections does not merit taking a ‘wait and see’ approach. Acting now is critical to safeguard the people and resources of California.”

However, within the Monterey Bay, probabilistic models are not yet available. Therefore, this study uses scenario-based models developed in 2014 which follow previous State guidance and crosswalks them with the most recent guidance. Previous guidance from The California Coastal Commission guidance document⁷ recommends communities evaluate the impacts from sea level rise on various land use categories using a method called “scenario-based analysis” (described in Chapter 3 of the Guidance). Since sea level rise projections are not exact, but rather presented in ranges, scenario-based planning includes examining the consequences of multiple rates of sea level rise, plus extreme water levels from storms and El Niño events. As recommended in the guidance, this report uses sea level rise projections outlined in the 2012 NRC Report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*⁸ (Figure 3).

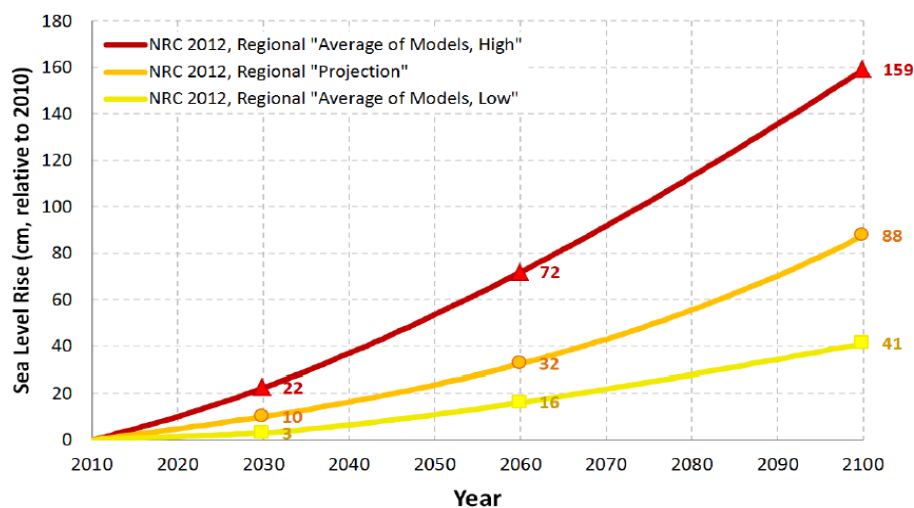


Figure 3. Sea level rise scenarios for each time horizon (Source: ESA 2014)

⁷ California Coastal Commission. 2015. *California Coastal Commission Sea Level Rise Policy Guidance: Interpretative Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development Permits*. Adopted August 12, 2015.

⁸ National Research Council (NRC). 2012. *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*. Report by the Committee on Sea Level Rise in California, Oregon, and Washington. National Academies Press, Washington, DC. 250 pp.

The goal of scenario-based analysis for sea level rise is to understand where and at what point sea level rise and the combination of sea level rise and storms, pose risks to coastal resources or threaten the health and safety of developed and natural areas. This approach allows planners to understand the full range of possible impacts that can be reasonably expected based on the best available science, and build an understanding of the overall risk posed by potential future sea level rise.

The guidance recommended evaluating the impacts of the highest water level conditions that are projected to occur in the planning area. In addition to evaluating the worst-case scenario, planners need to understand the minimum amount of sea level rise that may cause impacts for their community, and how these impacts may change over time, with different amounts of sea level rise.

The climate vulnerability maps used for this study identify hazard zones for each climate scenario for each of the three planning horizons. For clarity, this report focuses the hazard analysis on a subset of those scenarios, that can be cross-walked with the probabilistic based-scenario (Table 2).

Table 2. Comparison of OPC 2013 Guidance Document and 2018 Update's Probabilistic SLR projections

SCENARIO BASED PROJECTION: TIME HORIZON	SCENARIO BASED PROJECTION: EMISSIONS SCENARIO	SCENARIO BASED PROJECTION: SLR ⁹	PROBABILISTIC PROJECTION: EMISSIONS SCENARIO	PROBABILISTIC PROJECTION: LIKELY RANGE*: 66% PROBABILITY SLR IS BETWEEN...	PROBABILISTIC PROJECTION: 1-IN-200 CHANCE**: 0.5% PROBABILITY SLR MEETS OR EXCEEDS...	H++ SCENARIO***
2030	Med	4 in	High	3.6 – 6 in	9.6 in	12 in
2060	High	28 in	Low	6 – 14.4 in	27.6 in	45.6
			High	8.4 – 16.8 in	31.2 in	
2100	High	63 in	Low	10.8 – 27.6 in	66 in	121.2
			High	18 – 39.6 in	82.8 in	

*Notes: * low risk aversion projection, **Medium-high risk aversion projection, ***Extreme risk aversion projection*

For management of ongoing harbor operations, considerations regarding predicted time horizons should be taken when decisions as to if and how to adapt are made. Specifically, new infrastructure built within hazard zones should be designed to withstand the predicted hazards while accommodating the appropriate level of uncertainty regarding the scale of the hazard (i.e. water elevation) and the predicted time horizon when these hazards will occur (i.e. 2030 through 2060). Red text highlights corresponding probabilistic sea level rise predictions with those used for modeling of Moss Landing Harbor hazards (scenario-based model). Because such probabilistic projections have not yet been integrated with predictions for storm intensity and wave height and for changes in rainfall, and future

⁹ Erosion projections: 2030: Includes long-term erosion and the potential erosion of a large storm event (e.g. 100-year storm), 2060 and 2100: Includes long-term erosion and the potential erosion of a large storm event (e.g. 100-year storm). Future erosion scenario: Increased storminess (doubling of El Niño storm impacts in a decade).

emissions scenarios are extremely uncertain, it is likely inaccurate to assume the predicted impacts have less than a 1% chance of occurrence by 2060.

Impacts of Storms and Extreme Events

This sea level rise vulnerability analysis uses hazard layers developed by ESA in 2014 and modified by CCWG in 2016 to account for currently existing coastal armoring and other protective structures. The ESA coastal hazard modeling and mapping effort¹⁰ led to a set of maps that integrate the multiple coastal hazards projected for the assessment area (i.e. hazards of coastal climate change). There is however a benefit to evaluating each hazard (or coastal process) separately. The hazard layers are available for further investigation through the online mapping viewer at www.coastalresilience.org.

Two important limitations of the original hazard maps were addressed within this focus effort for Moss Landing. ESA was contracted for this project to model the impacts of flooding from the combined effects of rising seas and changes in rainfall leading to an increase in winter stream flows. CCWG staff post-processed the 2030 hazard layers to account for reductions in potential hazards provided by current coastal protection infrastructure (tide gates, etc.). This refinement of coastal hazard mapping helped to better understand the future risks Moss Landing may face for each coastal hazard process.

It is understood that each modeled coastal process will impact various coastal resources and structures differently. This report evaluates the risks to infrastructure from each coastal hazard for each time horizon. This analysis helps to link risks with appropriate adaptation alternatives. The following is a description of the hazard zones that were used for this analysis. For more information on the coastal processes and the methodology used to create the hazard zones please see the Monterey Bay SLR Vulnerability Assessment Technical Methods Report.¹⁰

Combined Hazards

CCWG merged the coastal hazard layers (for the specific scenarios¹¹ as modified to account for structures) to create a new combined hazard layer for each planning horizon (2030, 2060 and 2100). These merged layers represent the combined vulnerability zone for “Coastal Climate Change” for each time horizon. Projections of the combined hazards of Coastal Climate Change are intended to help estimate the cumulative effects on the community and help identify areas where revised building guidelines or other adaptation strategies may be appropriate. Combined hazards however, do not provide municipal staff with the necessary information to select specific structural adaptation responses. Therefore, this study also evaluates the risks associated with each individual coastal hazard.

Rising Tides

These hazard zones show the area and depth of inundation caused simply by rising tide and ground water levels (not considering storms, erosion, or river discharge). The water level mapped in these inundation areas is the Extreme Monthly High Water (EMHW) level, which is the high water level reached approximately once a month. There are two types of inundation areas: (1) areas that are clearly connected over the existing digital elevation through low topography, (2) and other low-lying areas that

¹⁰ ESA PWA. 2014. *Monterey Bay Sea Level Rise Vulnerability Assessment Technical Methods Report*

¹¹ See the 2017 Santa Cruz County Coastal Climate Change Vulnerability Report for the discussion on scenario selection

don't have an apparent connection, as indicated by the digital elevation model, but are low-lying and flood prone from groundwater levels and any connections (culverts, storm drains and underpasses) that are not captured by the digital elevation model. This difference is captured in the "Connection" attribute (either "connected to ocean over topography" or "connectivity uncertain") in each Rising Tides dataset. These zones do not, however, consider coastal erosion or wave overtopping, which may change the extent and depth of regular tidal flooding in the future. Projected risks from rising tides lead to reoccurring flooding hazards during monthly high tide events.

Coastal Storm Flooding

These hazard zones depict the predicted flooding caused by future coastal storms. The processes that drive these hazards include (1) storm surge (a rise in the ocean water level caused by waves and atmospheric pressure changes during a storm), (2) wave overtopping (waves running up over the beach and flowing into low-lying areas, calculated using the maximum predicted wave conditions), and (3) additional flooding caused when rising sea levels exacerbate storm surge and wave overtopping. These hazard zones also take into account areas that are projected to erode, sometimes leading to additional flooding through new hydraulic connections between the ocean and low-lying areas. Storm flood risks represent periodic wave impact and flooding. These hazard zones DO NOT consider upland fluvial (river) flooding and local rain/run-off drainage, which likely play a large part in coastal flooding, especially around coastal confluences where creeks meet the ocean (analyzed separately for the Moss Landing area).

Changing Shorelines: Beach and Dune Erosion

These layers represent future dune (sandy beach) erosion hazard zones, incorporating site-specific historic trends in erosion, additional erosion caused by accelerating sea level rise and (in the case of the storm erosion hazard zones) the potential erosion impact of a large storm wave event. The inland extent of the hazard zones represents projections of the future crest of the dunes for a given sea level rise scenario and planning horizon. Erosion can lead to a complete loss of habitat, infrastructure and/or use of properties.

River Flooding

A river flooding vulnerability analysis was completed specifically for this study area to evaluate the cumulative impacts of rising seas and future changes in fluvial discharge within the Gabilan Watershed. The fluvial model estimates localized flooding along the Reclamation Ditch/Gabilan Creek when discharge is restricted behind the Potrero tide gates during high tides. The model results are presented here and the methodology is described within the separate Fluvial Report by ESA.¹²

The future hazards of river flooding due to the predicted increase in fluvial discharge, higher ocean elevations during storms and higher sea level elevations were evaluated for Moss Landing and the Lower Salinas Valley.¹³ The predicted increase in fluvial discharge within the Gabilan/Rec Ditch due to more intense rainfall during storms used for this analysis is outlined in Table 3 .

¹² ESA. 2016. *Climate Change Impacts to Combined Fluvial and Coastal Hazards*. May 13, 2016.

¹³ ESA. 2016. *Climate Change Impacts to Combined Fluvial and Coastal Hazards*. May 13, 2016.

Table 3. Increases in 100-year Discharge for the Reclamation Ditch System Relative to Historic Period (1950-2000)

EMMISSIONS SCENARIO	2030	2060	2100
Medium (RCP 4.5 5 th percentile)	20% Increase	40% Increase	60% Increase
High (RCP 8.5 90 th percentile)	140% Increase	210% Increase	275% Increase

CoSMoS and H++

The Coastal Storm Modeling System (CoSMoS) is a dynamic modeling approach that has been developed by the United States Geological Survey in order to allow more detailed predictions of coastal flooding due to both future sea level rise and storms integrated with long-term coastal evolution (i.e., beach changes and cliff/bluff retreat) over large geographic areas (100s of kilometers). CoSMoS models all the relevant physics of a coastal storm (e.g. tides, waves, and storm surge), which are then scaled down to local flood projections for use in community-level coastal planning and decision-making. Rather than relying on historic storm records, CoSMoS uses wind and pressure from global climate models to project coastal storms under changing climatic conditions during the 21st century.

Projections of multiple storm scenarios (daily conditions, annual storm, 20-year- and 100-year-return intervals) are provided under a suite of sea-level rise scenarios ranging from 0 to 2 meters (0 to 6.6 feet), along with an extreme 5-meter (16-foot) scenario. This allows users to manage and meet their own planning horizons and specify degrees of risk tolerance. Currently CoSMoS is not available for the study area.

To note, the ESA 2014 models used similar approaches and successfully integrated wave run up, local ocean level changes and sea level rise into their projections and further integrated fluvial discharge from the adjacent watershed. CoSMoS is not yet available for the study area but we assume that the CoSMoS hazard layers will suggest similar vulnerabilities to those documented here under the same climatic assumptions and time horizons.

An extreme scenario called the H++ has also been recommended for evaluation by the Ocean Protection Council. The probability of this scenario is currently unknown, but its consideration is important, particularly for high stakes, long-term decisions. Under the extreme H++ scenario, rapid ice sheet loss on Antarctica could drive rates of sea level rise in California above 50 mm/year (2 inches/year) by the end of the century, leading to potential sea level rise exceeding 10 feet. This rate of sea level rise would be about 30-40 times faster than the sea level rise experienced over the last century.

Since Moss Landing Harbor will likely no longer function under predicted 2100 sea levels of 6.9 feet (due to the loss of the barrier beach), estimating impacts from higher rates of sea level rise (10 feet - i.e. H++ SLR scenario) are not necessary or useful for planning purposes (Figure 4). Also, most adaptation measures identified within this document support the incremental resiliency of in-place harbor infrastructure rather than the development of new coastal amenities and therefore may not be classified as high stakes or long term.

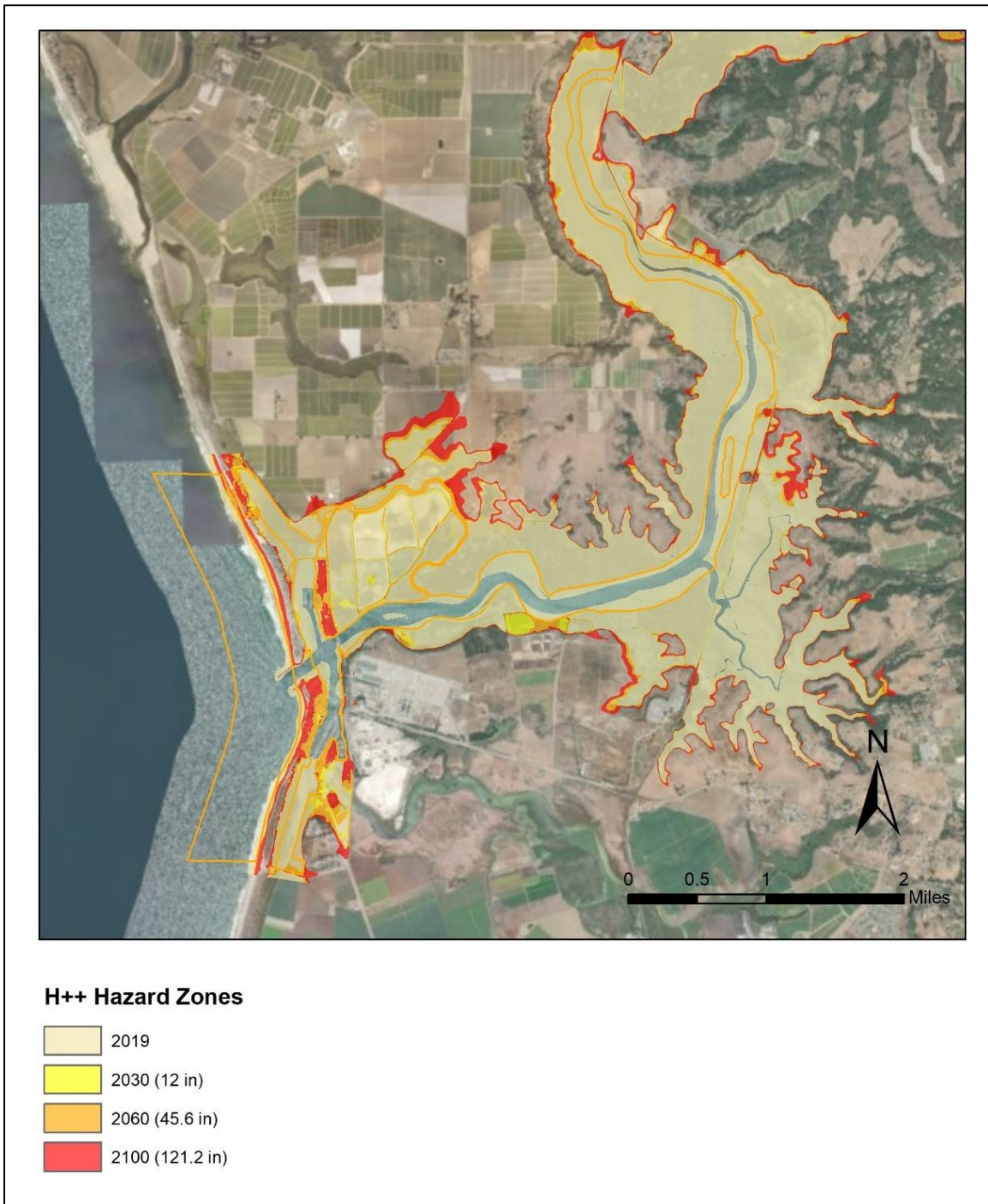


Figure 4. Flooding predicted using extreme rates of sea level rise (H++) for future time horizons.

Moss Landing Harbor Predicted Hazards for 2030

Tidal flooding

Flooding will occur in areas close to current high water (+4 inches) leading to a reduction in service and possible impacts from salt water flooding. Greatest tidal flooding impacts will occur during high tides (king tides) during storms that increase wave energy, local ocean levels, and increased river discharge (Figure 5).

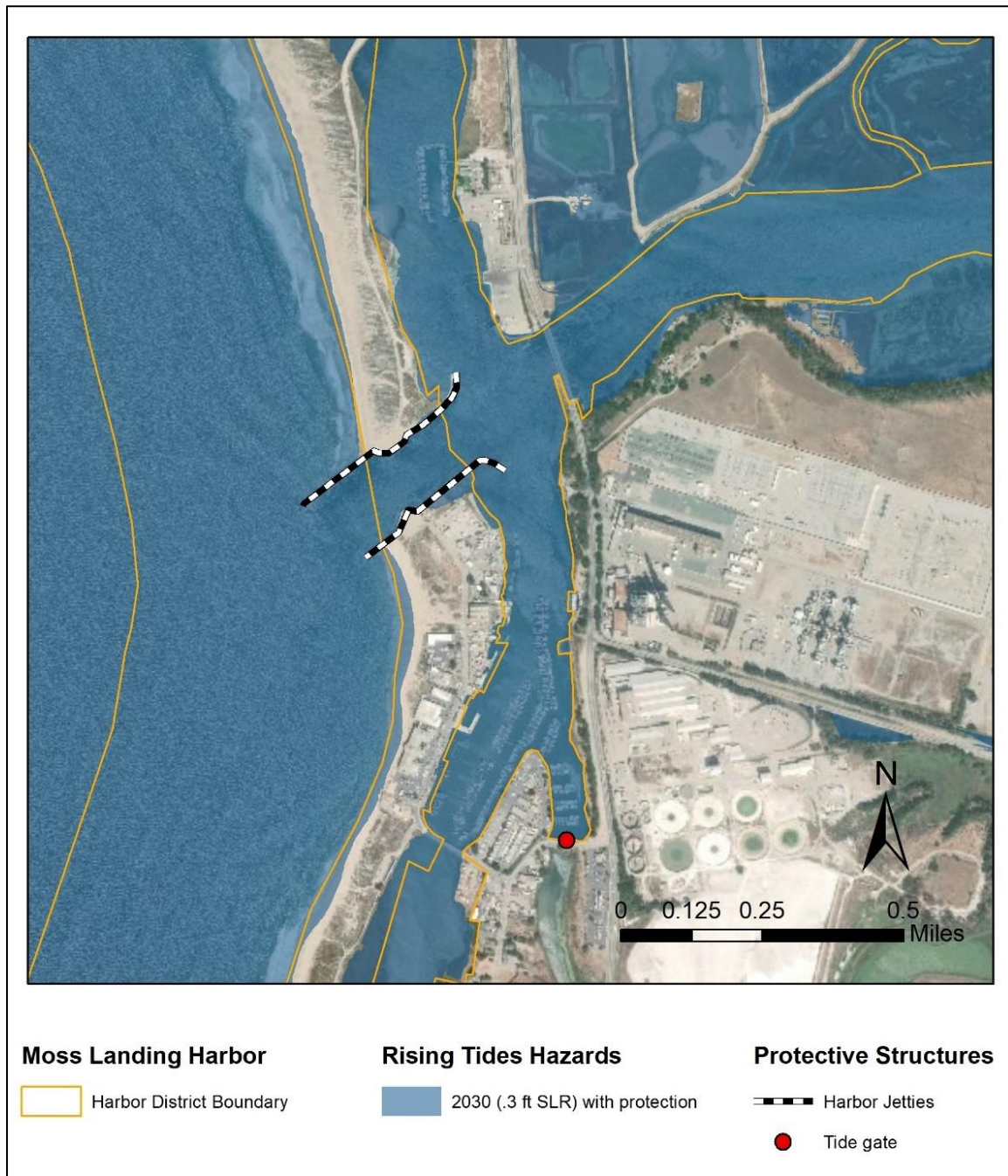


Figure 5. Flooding associated with 2030 increases in sea level (0.3ft)

Storm Flooding

Flooding risks during winter storm events is predicted to increase significantly and lead to the greatest 2030 vulnerabilities. Flooding of the parking areas of South and North Harbor is predicted. Access to the island during storms will be reduced.

Coastal Erosion

Coastal erosion of the sandspit that protects Moss Landing Harbor from ocean waves is predicted to be significant unless protective/adaptive actions are taken. Wave impacts along the beach are predicted to compromise dunes and coastal structures and reduce the long term protection to the harbor.

River/Fluvial Flooding

River discharge during winter storms is predicted to increase. These increases in river flows are predicted to cause localized flooding as stormwater from the watershed meets higher winter ocean elevations in the harbor. Greater velocity discharge from the Old Salinas River into the harbor is likely and may impact infrastructure in its path. Greater sedimentation of the harbor due to greater erosion in the watershed is likely.

Moss Landing Harbor Predicted Hazards for 2060

2060 Rising Tides

Flooding will occur monthly or daily in low-lying areas throughout the harbor leading to a reduction in service and possible impacts from salt water flooding (Figure 6). High tides are predicted to flood various harbor infrastructure and restrict access to docks if adaptive actions are not taken. Flooding of portions of Moss Landing and Sandholdt roads are predicted and will limit access to the harbor and harbor infrastructure on the “island” often. Tidal flooding across harbor granted lands is predicted to lead to inland flooding of the Moss Landing “downtown” area.

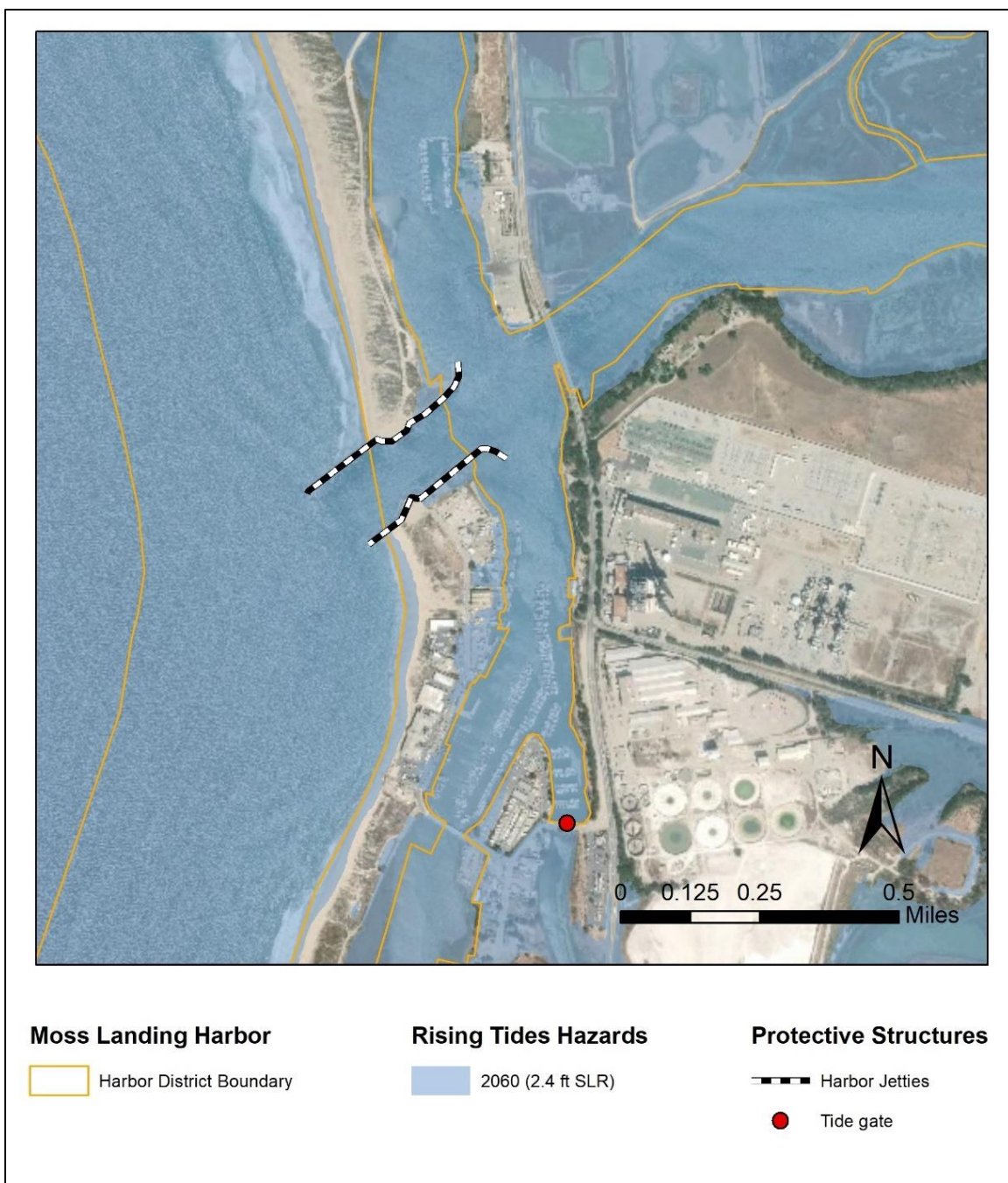


Figure 6. Flooding associated with 2060 increases in sea level (2.4 ft) including access roads to harbor infrastructure and Moss Landing community.

2060 Storm Flooding

Flooding risks during winter storm events is predicted to be significant (Figure 7). Flooding of more than half of the North Harbor land areas is predicted. Wave overtopping of the Island beach/dunes is predicted to be possible, leading to ocean waves (and sand) draining into Moss Landing Harbor. Access to the island during storms will be extremely limited and dangerous.

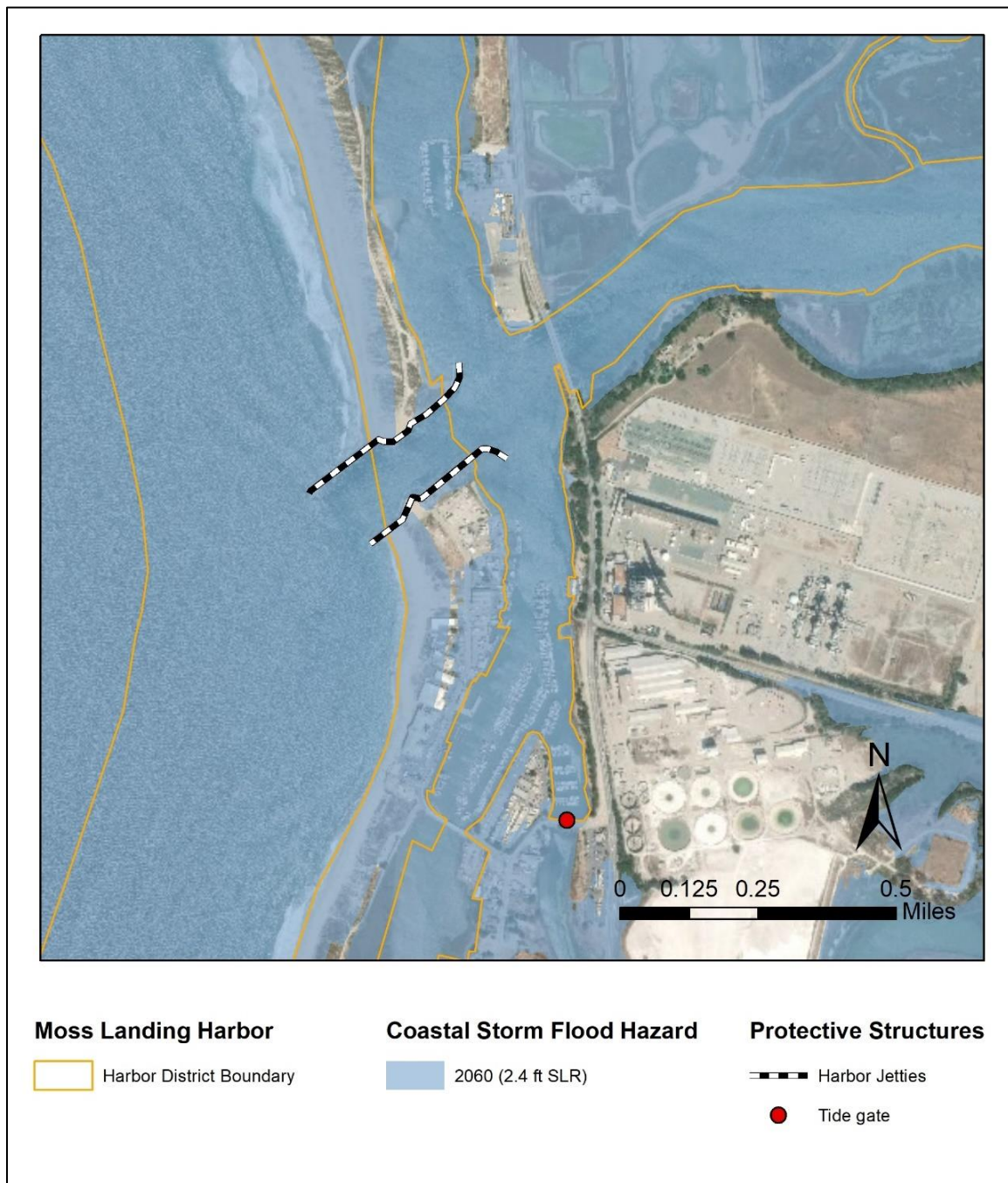


Figure 7. Flooding associated with 2060 storm surge.

2060 Coastal Erosion

By 2060, coastal erosion of the sandspit that protects Moss Landing Harbor from ocean waves is predicted to be significant and possibly jeopardize the harbor unless protective/adaptive actions are taken (Figure 8). Erosion of the dune barrier will likely lead to wave overtopping of the remaining dunes, allowing waves to enter the harbor, leading to vessel and dock damage and significant sedimentation. Failure of dunes are predicted along the entire stretch that parallels the harbor. Dunes adjacent to north harbor and dunes south of Sandholdt road have no structures or coastal armoring to reduce erosion, but also retain some natural dune building and migration capacity lost to development along Sandholdt Road. If dunes are allowed to migrate inland, these areas may retain their protective service.

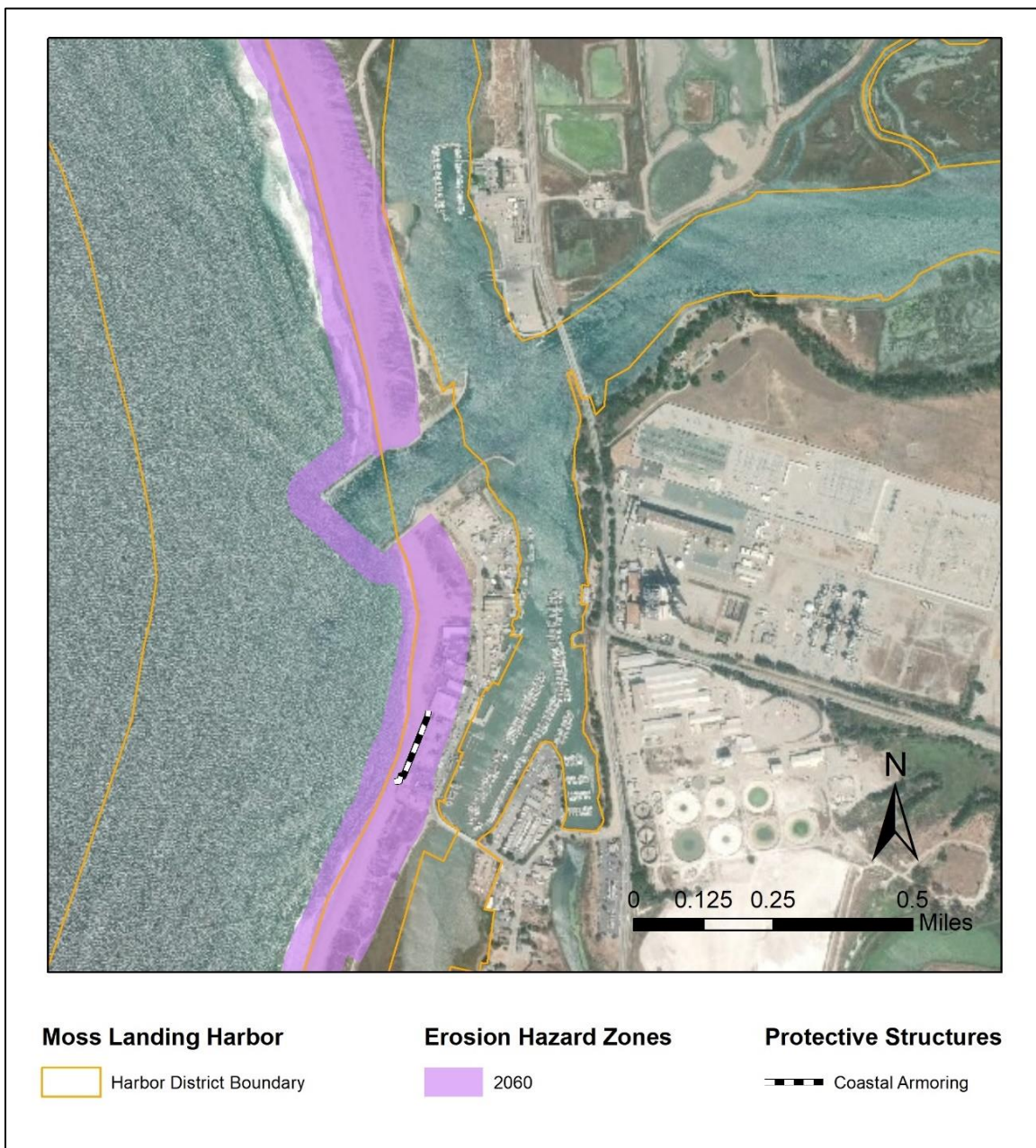


Figure 8. Inland erosion of coastline and loss of beach and dune habitat along the natural and developed sections of the sand spit, jeopardizing future harbor operations.

2060 River/Fluvial Flooding

River discharge during winter storms is predicted to increase. These increases in river flows are predicted to cause localized flooding as stormwater from the watershed meets higher winter ocean elevations in the harbor. Sedimentation of the harbor is also likely to increase due to increased erosion within the watershed during high flow events. Increased discharge velocity under Sandholdt Bridge may impact vessels and harbor infrastructure in south harbor.

Assets at Risk by 2030 and 2060

Public Access

2030: Moss Landing Harbor District provides the public with many unique opportunities to access and enjoy Elkhorn Slough and the Monterey Bay National Marine Sanctuary. Public trust lands granted to the Harbor District include much of Moss Landing tidal beach lands which provides lateral access along the coast between the harbor mouth and Salinas River State Beach. Visitors enjoy spectacular views, fishing opportunities, dog walking, surfing and small boat launching opportunities. The harbor district provides the public with access to 1) recreational fishing and whale watching boats from several public docks, 2) small boat launching for power boats and numerous self-propelled boats, 3) safe harbor berthing for traveling vessels, and 4) marine life viewing from restaurants and public viewing areas. The Harbor also provides private slips for resident vessels of all types.

Of the 11 designated public access areas within the Moss Landing Harbor and Elkhorn Slough, 2 of those access areas are located within the State granted lands. All 11 access areas however do provide public access to the granted lands.

The flooding extent from the combined effects of 2030 sea level rise and coastal storm flooding are predicted to restrict public access to numerous portions of the Moss Landing Harbor District Infrastructure (Figure 9). Specifically, portions of the main parking lot are predicted to be flooded during storms and restrict access to Docks A and B as well as adjacent parking. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded. While access needs of the public will be limited during storm events, access to boat owners with slips in the harbor may be compromised.

Access to some of the harbor infrastructure via the low lying Moss Landing Road (figure 2) will be periodically restricted if the Moss Landing tide gates fail to mute tides to the Moro Cojo Slough. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to 2030 SLR (Figure 3).

2060: Monthly tidal flooding is predicted to be significant by 2060. Access to much of State granted lands managed by the Harbor District will be restricted during high tides (Figure 9). Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.

Lands along the Moss Landing “island” will be lost as the ocean migrates inland (caused by sea level rise and associated storm waves and coastal erosion) and come into contact with current development,

limiting lateral access along the beach. This “coastal squeeze” will likely limit lateral access along the beach between the harbor mouth and Salinas River State Beach.

Access to State granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas. Tidal flooding of the small boat launch ramp and areas around the Elkhorn Yacht club are predicted. Access to north harbor docks is predicted to be restricted.

Public access to the beach and waterways will be compromised due to direct impacts to access locations and from flooding of roads to those locations. Dunes and Moss Landing Beach are predicted to be reduced in width unless they are enabled to migrate inland.

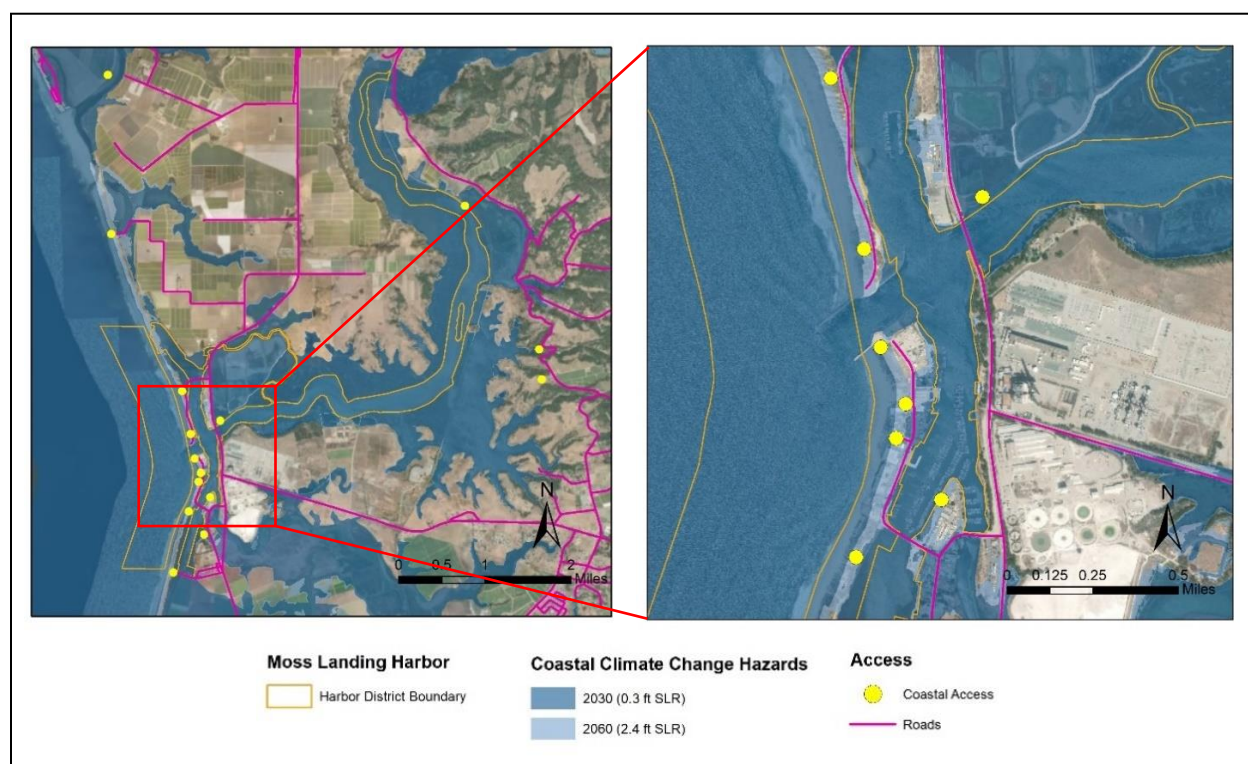


Figure 9. Coastal Access locations restricted by predicted future flooding.

Infrastructure

2030: Three storm drains and two electric meter junction boxes are within the cumulative flood risk areas for 2030. Trash enclosure 32 is located within the flood areas (Table 4, Figure 10 & Figure 11).

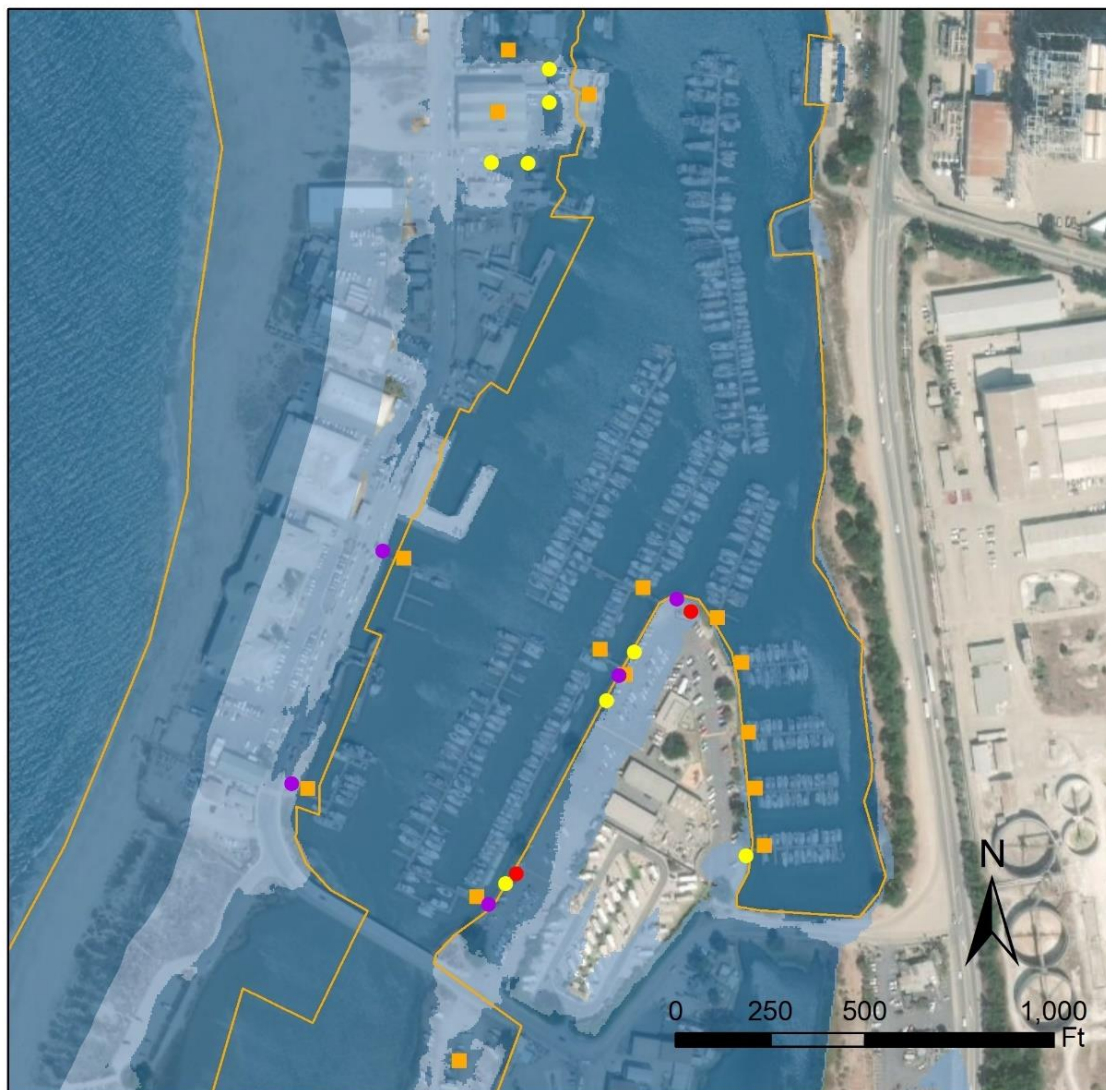
2060: 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings (Cannery Building and Monterey Kayak), half of the storm drains, access to all docks and the used oil containment facility. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding. Numerous dock pilings on Dock A are too short to retain floating docks during high tides and winter storms (Table 4, Figure 10 & Figure 11).

Table 4. Harbor infrastructure identified (noted with a number 1) as vulnerable to various SLR hazards during future time horizons

(ER= Erosion, CSF= Coastal Storm Flooding, RT= Rising Tides, TG=Tide Gate)

STRUCTURE	TYPE	ER 2030 (armor)	ER 2060	ER 2100	CSF 2030 (TG)	CSF 2060	CSF 2100	RT 2030 (TG)	RT 2060	RT 2100	FL 2030	FL 2060	FL 2100
Harbor Office	Building						1			1			1
Public Restrooms	Building						1			1			1
Boaters restrooms/laundry	Building						1			1			1
Maintenance Shop	Building						1			1			1
Cannery Building	Building					1	1			1		1	1
ML Storage	Building						1			1			1
ML Storage	Building						1			1			1
Sea Harvest	Building					1	1			1			
North Harbor Building site	Building						1			1			
Old Pot Stop Building	Building						1			1			
MB Kayak	Building					1	1			1			
Restroom Building	Building						1			1			
used oil containment facility	Building/Structure					1	1			1		1	1
Trash Enclosure	Structure					1	1			1			1
Trash Enclosure	Structure				1	1	1		1	1	1	1	1
Launch Ramps	Launch Ramp				1	1	1	1	1	1			
Old Launch Ramps	Launch Ramp				1	1	1	1	1	1			
Electric/ Sewer Lift Station	Lift Station						1						
Sewer Lift Station	Lift Station						1			1			1
Dry Storage	Lot					1	1		1	1		1	1
Maintenance Yard	Lot						1			1			1
Unimproved parking lot	Lot				1	1	1		1	1		1	1
Unimproved lot	Lot						1			1			
Moss Landing Community Park	Park						1			1			1
pier	Pier				1	1	1	1	1	1			
Storm Drain (total)	Storm Drain	0	0	0	7	12	16	2	7	15	2	8	8
Docks (total)	Dock	0	0	1	12	13	13	12	13	13	10	10	11
Electric Meter (total)	Electric Meter	0	0	2	3	6	7	1	5	7	2	5	6

Moss Landing South Harbor Impacted Infrastructure



Moss Landing Harbor

 Harbor District Boundary

Impacted Infrastructure

-  Structure
-  Storm Drain
-  Trash Enclosure
-  Electric Meter

Coastal Climate Change Hazards

-  2030 (0.3 ft SLR)
-  2060 (2.4 ft SLR)

Figure 10. South Harbor infrastructure vulnerable to 2030 and 2060 climate hazards.

Moss Landing North Harbor Impacted Infrastructure



Moss Landing Harbor

Harbor District Boundary

Impacted Infrastructure

- Structure
- Storm Drain
- Trash Enclosure
- Electric Meter

Coastal Climate Change Hazards

- 2030 (0.3 ft SLR)
- 2060 (2.4 ft SLR)

Figure 11. North Harbor infrastructure vulnerable to 2030 and 2060 climate hazards.

Commercial Area Adjacent to Harbor

2030: Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events coinciding with high or king tides.

2060: Commercial operations that serve visitors to the Harbor are predicted to be impacted by winter storm flooding. The Elkhorn Yacht Club is estimated to be within tidal and storm flooding elevations. Much of downtown Moss Landing will be flooded if the Moss Landing Tide gates are compromised and across the dry storage area next to the Old Salinas River during winter storms with high river discharge. Commercial, research and industrial infrastructure on Moss Landing Island are vulnerable to frequent flooding and coastal erosion.

Natural Resources/Coastal Habitats

2030: Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds, tidal beaches and marine mammal haul out areas. These areas are likely resilient to 2030 predicted sea level rise. Adjacent tidal marsh habitat, however, will be submerged by 3-6 inches of additional tidal water, likely leading to the die off of lower portions of the estuarine marsh plain (Figure 12).

Coastal dunes and beaches within and adjacent to Moss Landing Harbor granted lands are predicted to be impacted by greater intensity winter storms that coincide with higher ocean levels. Portions of the beach in front of the Moss Landing sandspit are predicted to have limited lateral access except at low tides (Figure 8). Dune habitat south of Sandholdt Road are similarly likely to see erosion and a reduction in width if the dunes do not migrate inland.

2060: By 2060, lands that are currently intertidal marsh and beach habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding. Sand dunes and beach areas will be lost to erosion and flooding.

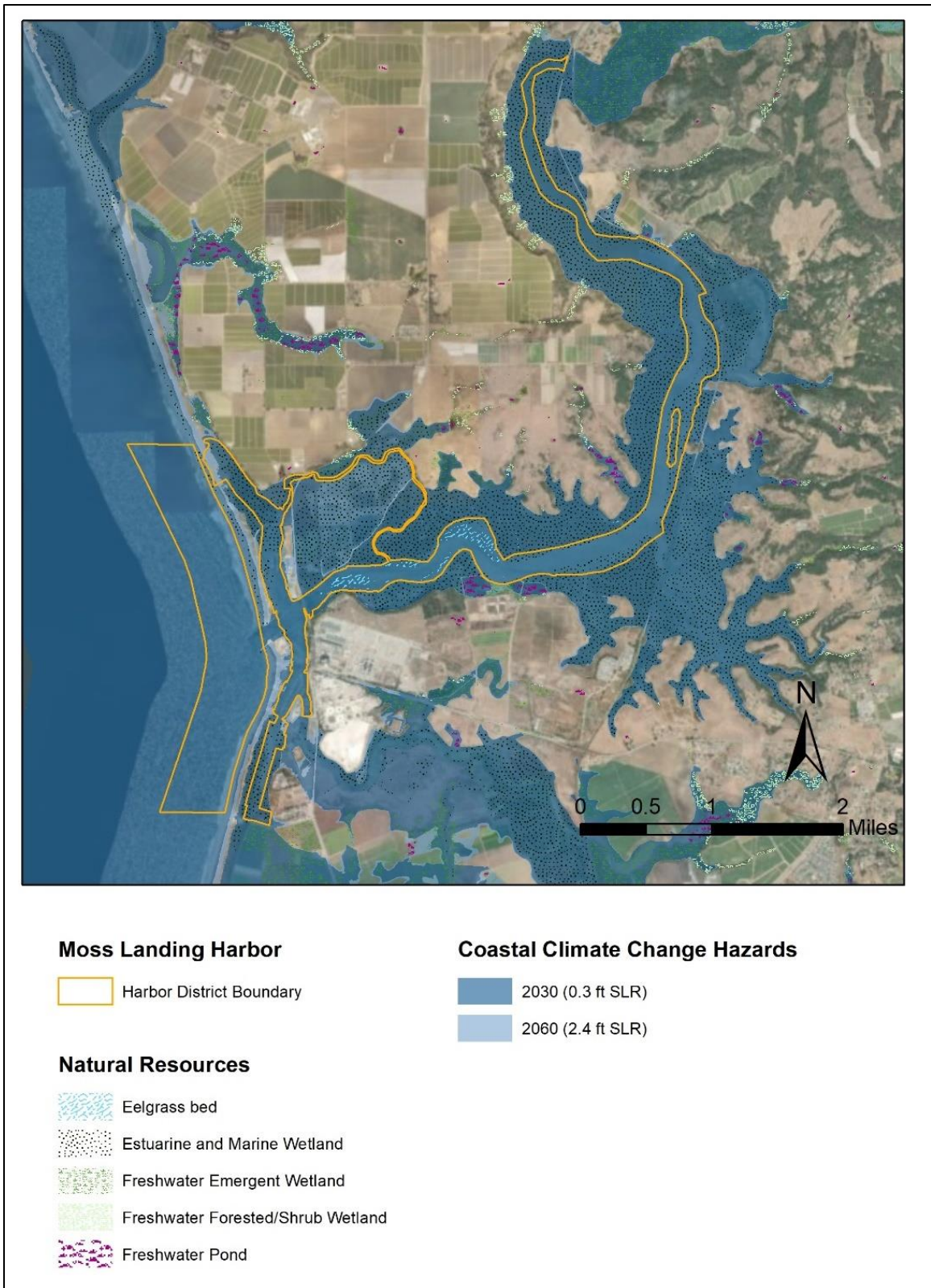


Figure 12. Natural habitats located within the granted lands that may be impacted by changes in water elevation and salinity.

Navigability

2030: Impacts of predicted 2030 risks are anticipated to be associated with restrictions of vessels to land during flooding of harbor parking lots. Some potential limitations to small boat launching are likely during storms. Increased sedimentation of the main channel is likely as tidal marsh transitions to subtidal habitat.

2060: Navigability will be compromised due to loss of access between tidal lands and adjacent public access lands. The harbor mouth jetty is predicted to be overtopped by winter waves. Increased sedimentation from the loss of tidal marshes of Elkhorn Slough and increased flooding in the Salinas Valley will likely lead to increased rates of sedimentation within the harbor. Dock infrastructure will be compromised by higher tides (overtopping older pilings), greater river discharge, and possible dune migration within the north harbor.

Critical Coastal Infrastructure at Risk by 2030, 2060, and 2100

2030 Risks of Coastal Climate Change

1. The flooding extent from the combined effects of 2030 SLR and coastal storm flooding are predicted to restrict access to portions of the main parking lot and restrict access to Docks A and B.
2. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded.
3. Some periodic flooding is predicted for some low lying areas adjacent to the State tidal lands.
4. Access to some of the harbor infrastructure via the low lying Moss Landing Road will be compromised if the Moss Landing tide gates fail to restrict high tides to the Moro Cojo Slough.
5. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to SLR.
6. Impacts of SLR may lead to significant erosion to Kirby Park launch ramp and parking area.
7. Three storm drains and two electric meters are within the cumulative flood risk areas for 2030. Trash enclosure 32 is located within the flood areas.
8. Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events.
9. Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds and marine mammal haul out areas.
10. 2030 risks are anticipated to cause restrictions of vessels to land during flooding of harbor parking lots.
11. Limitations to small boat launching are likely during storms.

2060 Risks of Coastal Climate Change

1. Access to much of State granted lands managed by the Harbor District will be restricted during high tides.
2. Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.

3. Lands along the Moss Landing “island” will be lost as the ocean migrates inland (caused by sea level rise and associated coastal erosion) and meet current development, limiting lateral access along the beach.
4. Access to granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas.
5. Access to north harbor docks is predicted to be restricted.
6. Flooding risks during winter storm events is predicted to be significant.
7. Flooding of more than half of the North Harbor land areas is predicted.
8. Wave overtopping of the Island beach/dunes is predicted to be possible leading to ocean waves (and sand) draining into Moss Landing Harbor.
9. Access to the island during storms will be extremely limited.
10. 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings, half of the storm drains, most electrical meters, access to all docks and the used oil containment facility.
11. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding.
12. By 2060, lands that are currently intertidal marsh habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding.
13. Navigability will be compromised due to loss of access between tidal lands and adjacent public lands.
14. The harbor mouth jetty is predicted to be overtopped by winter waves.
15. Increases of sedimentation from the loss of tidal marshes of Elkhorn Slough will likely lead to increased rates of sedimentation within the harbor.

2100 Risks of Coastal Climate Change

1. By 2100, access to all Harbor District infrastructure will be restricted/flooded during daily high tides.
2. Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.
3. The community of Moss Landing and Highway 1 will most likely need to be moved out of harm’s way.

The cumulative impacts of sea level rise to harbor infrastructure are shown below in Table 5.

Table 5. Quantification of assets and infrastructure at risk for three time horizons.

STRUCTURE	2030 CUMULATIVE IMPACTS	2060 CUMULATIVE IMPACTS	2100 CUMULATIVE IMPACTS
Harbor Office	0	0	1
Maintenance Shop	0	1	1
Cannery Building	0	1	1
ML Storage	0	0	1
ML Storage	0	0	1
Sea Harvest	0	0	1
North Harbor Building site	0	0	1
Old Pot Stop Building	0	0	1
MB Kayak	0	0	1
Restroom Building	0	0	1
Electric Meters	2	6	7
Storm Drains	3	8	15
Dock Landings	11	12	12
Hazardous Waste	1	2	4
Public Services	0	0	1
Paved Areas	4	6	8

Prioritizing Assets for Adaptation

Considerations for determining adaptive capacity include: 1) continued functionality of infrastructure when not flooded, 2) duration of projected impact (infrequent/short period, monthly, frequent/ongoing), 3) feasibility to increase resiliency of current infrastructure, and 4) functionality of infrastructure given potential loss of access. Adaptations were prioritized based on costs to implement action and continued level of service once adaptation is complete. Adaptive capacity was therefore defined as 1) high if adaptation was cost effective and retained needed level of service, 2) medium if costs were higher but resulting infrastructure was resilient to predicted hazards through 2060, and 3) low if costs were significant and resulting level of service was reduced or impacted by other external hazards (Table 6).

Table 6. Adaptive capacity of various climate risks for 2030, 2060, and 2100.

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
2030 Risks of Coastal Climate Change				
1. The flooding extent from the combined effects of 2030 SLR and coastal storm flooding are predicted to restrict access to portions of the main parking lot and restrict access to Docks A and B.	Infrequent	Temporary	High	High
2. The small boat launch ramp and parking area of North Harbor are also predicted to be flooded.	Infrequent	Temporary	NA	High
3. Some periodic flooding is predicted for some low lying areas (parking) adjacent to the State tidal lands.	Infrequent	Temporary	Moderate	Moderate
4. Access to some of the harbor infrastructure via the low lying Moss Landing Road (figure 2) will be compromised if the Moss Landing tide gates fail to restrict high tides to the Moro Cojo Slough.	Monthly	Perpetual	Moderate	Moderate
5. Launch Ramps and dock access areas in the North Harbor are estimated to be resilient to SLR (figure 3).	NA			
6. Impacts of SLR have already led to significant erosion to Kirby Park launch ramp and parking area.	Frequent	Perpetual	Moderate	Moderate
7. Three storm drains (7, 11,30) and two electric meters (36 & 37) are within the cumulative flood risk areas for 2030. Trash enclosures 32 is located within the flood areas.	Monthly	Temporary	Low	High
8. Commercial areas of North Harbor are outside of predicted 2030 hazard areas. Commercial areas of “downtown” Moss Landing and the Moss Landing “island” are predicted to be cut off from highway access during storm events.	Infrequent	Temporary	Moderate	Moderate or Low

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
9. Primary habitats within the State granted lands are subtidal mudflat, deep channel habitat, eel grass beds and marine mammal haul out areas.	NA			
10. 2030 risks are anticipated to cause restrictions of vessels to land during flooding of harbor parking lots.	Infrequent	Temporary	High	High
11. Limitations to small boat launching are likely during storms.	Infrequent	Temporary	High	High
2060 Risks of Coastal Climate Change				
1. Access to much of State granted lands managed by the Harbor District will be restricted during high tides.	Frequent	Temporary	Moderate	Moderate
2. Flooding is predicted to be extensive within parking areas, dock access ways, launch ramps, and access roads, reducing the use of the harbor significantly and likely posing serious public safety challenges by restricting emergency service vehicles and staff.	Frequent	Temporary	Moderate	Moderate
3. Lands along the Moss Landing "island" will be lost as the ocean migrates inland (caused by sea level rise and associated coastal erosion) and meet current development, limiting lateral access along the beach.	Frequent	Perpetual	Low	Low
4. Access to granted lands will be restricted during monthly or daily high tides along much of the Island and within the public areas of the South Harbor parking areas.	Frequent	Temporary	Moderate	Moderate
5. Access to north harbor docks is predicted to be restricted.	Frequent	Temporary	Moderate	Moderate
6. Flooding risks during winter storm events is predicted to be significant.	Frequent	Temporary	Moderate	Moderate
7. Flooding of more than half of the North Harbor land areas is predicted.	Frequent	Temporary	Moderate	Moderate

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
8. Wave overtopping of the Island beach/dunes is predicted to be possible leading to ocean waves (and sand) draining into Moss Landing Harbor.	Infrequent	Perpetual	Moderate	Low
9. Access to the island during storms will be extremely limited.	NA			
10. 2060 storm and tidal flooding are predicted to compromise large portions of Moss Landing Harbor infrastructure including; two buildings, half of the storm drains, most electrical meters, access to all docks and the used oil containment facility.	Frequent	Perpetual	Moderate	Moderate
11. The Moss Landing Road tide gates on the Moro Cojo Slough are predicted to be overtopped leading to inland flooding.	Frequent	Perpetual	Moderate	Low
12. By 2060, lands that are currently intertidal marsh habitat will be flooded and current environmental benefits will be lost as those habitats transition to subtidal landscapes. Much of Elkhorn Slough will become mudflats as marshlands die due to flooding.	Frequent	Perpetual	Low	Low
13. Navigability will be compromised due to loss of access between tidal lands and adjacent public lands.	Frequent	Temporary	High	Moderate
14. The harbor mouth jetty is predicted to be overtopped by winter waves.	Infrequent	Temporary	Moderate	Low
15. Increases of sedimentation from the loss of tidal marshes of Elkhorn Slough will likely lead to increased rates of sedimentation within the harbor.	Frequent	Perpetual	Moderate	Moderate
2100 Risks of Coastal Climate Change				
1. By 2100, access to all Harbor District infrastructure will be restricted/flooded during daily high tides.	Frequent	Perpetual	Low	Low

IMPACTS OF HAZARDS BY TIME HORIZON	FREQUENCY OF HAZARD	DURATION OF IMPACT	FEASIBILITY TO INCREASE RESILIENCY	ADAPTIVE CAPACITY
2. Winter storm waves and coastal erosion will likely bisect the sand spit above and below the Sandholdt Bridge, leading to limited use of the granted lands as a safe harbor marina.	Frequent	Perpetual	Low	Low
3. The community of Moss Landing and Highway 1 will most likely need to be moved out of harm's way.	Frequent	Perpetual	Low	Low

3. Financial Loss Associated with Sea-level Rise Impacts

Direct Loss of Economic Benefits with Loss of Harbor Services

Several economic studies of the Elkhorn Slough and Moss Landing Harbor have been done that help to characterize the economic benefits provided by the harbor infrastructure and the associated access to coastal and marine environments (Table 7). Pomeroy and Dalton estimated the direct economic value of commercial fishing in Moss Landing to be between \$18 million and \$25 million per year (based on data from 1999-2001).¹⁴ Six vessels were noted as retaining home port in Moss Landing as commercial passenger fishing vessels in 2007, reported to service just over 100 vessel trips annually with approximately 1000 anglers (2007 data) with adjusted value of approximately \$100 per angler trip, or around \$1 million.¹⁵

Table 7. Annual market and non-market valuation of various visitor related access uses of Moss Landing Harbor

ECONOMIC ACTIVITY (2007 DATA)	ECONOMIC VALUE	NON-MARKET VALUE
Commercial Fishing (Landed Value)	\$ 24,000,000	N/A
Commercial Passenger Fishing Vessels (Charter Boats)	\$ 1,000,000	\$ 100,000
Nature-based Recreation (Kayaking & Whale Watching)	\$ 7,000,000	\$ 5,000,000
Beach going	\$ 7,000,000	N/A
Recreational Boating	\$ 7,000,000	\$ 4,000,000
Boating and vessel related fees	\$ 2,000,000	N/A
Research and Conservation (operating budgets)	\$ 70,000,000	\$ 10,000,000
Total	\$ 118,000,000	\$ 19,100,000

While commercial and charter boat fishing have been the long term centers of the local economy, recent studies suggest that research and conservation focused activities likely generate more to the economy currently in terms of gross revenues.¹⁶ The harbor currently supports two highly respected research institutions: Moss Landing Marine Laboratories and the Monterey Bay Aquarium Research

¹⁴ Pomeroy, C. and M. Dalton. 2003. Socio-Economic of the Moss Landing Commercial Fishing Industry. Report to the Monterey County Office of Economic Development.

¹⁵ Miller, N. and J. Kildow. 2007. The Economic Contribution of Marine Science and Education Institutions in the Monterey Bay Crescent. National Ocean Economics Program.

¹⁶ Kildow, J. and L. Pendleton, 2010, Elkhorn Slough Restoration: Policy & Economic Report. National Ocean Economics Program (NOEP). www.oceaneconomics.org

Institute, which combined support more than 420 jobs with annual budgets of more than \$67 million. In total, our summary of economic benefits associated with the services and public access provided by the Harbor District through State granted lands is over \$118 million annually (Table 7).

Indirect Loss (Non-market Values) of Recreation and Ecosystem Services

In a 2007 study, researchers found that Moss Landing State Beach hosted 200,000 visits annually and attendance at the Salinas River State Beach was approximately 250,000 annually (in 2007).¹⁷ The authors find that beach goers tend to enjoy an average non-market value of roughly \$15 per beach visit (year 2006 dollars) which would suggest that the non-market value of beach going at Moss Landing and Salinas River State Beaches could generate on the order of \$7 million annually in economic value to beach goers. In another study, estimates that whale watching alone in the state generates more than \$40 million in non-market value which can equate to more than \$4 million in personal experience value for whale watching from Moss Landing alone.¹⁸

Table 8. Visitation records for various locations within and around State Granted Lands. (Source: Kildow and Pendleton 2010)

SITE	TOTAL NUMBER OF VISITS	PERCENT VISITATION
Bennet Slough	7	2.3%
Moss Landing North	133	42.9%
Moss Landing South	142	45.8%
Moro Cojo Slough	5	1.6%
SDFP Wildlife Area	63	20.3%
Seal Bend/Rubis Creek	58	18.7%
Moon Glow Dairy	20	6.5%
ESNERR North	35	11.3%
South March	35	11.3%
Visitors Center	67	21.6%
ESNERR North	47	15.2%
North Marsh	5	1.6%
Kirby Park	65	21.0%
Hudson's Landing	5	1.6%

¹⁷ Kildow, J. and L. Pendleton, 2010, Elkhorn Slough Restoration: Policy & Economic Report. National Ocean Economics Program (NOEP). www.oceaneconomics.org

¹⁸ Pendleton, L. 2005. Understanding the Potential Economic Value of Marine Wildlife Viewing and Whale Watching in California. California Marine Life Protection Act Initiative.

Impacts to Recreation

Impacts to coastal access and harbor related recreation were estimated for the two planning horizons of 2030 and 2060 (Table 9). Predicted flooding for the 2030 time horizon will lead to periodic and seasonal restrictions to public access to harbor infrastructure and estuarine and marine areas. Because most flooding impacts will occur during winter storm events and during some non-storm king tide events, restrictions to public access will be limited in numbers and duration (we estimate 15% maximum reduction in public use of beaches). We also anticipate a small reduction in demand for slips due to reductions in level of service during flood events (maximum of 10%). We do anticipate that the loss of estuarine habitat within Elkhorn Slough may lead to a reduction in ecotourism visitation (20%) to the kayak renters located in North Harbor area. Off shore kayak trips should not be impacted. Fishing within the harbor (no non-market valuation data available) was assumed to be unaffected.

By 2060, reduction in the level of service capacity of existing infrastructure is predicted to be significant and may lead to weekly or daily reductions in access to coastal and harbor resources. Unless upgrades are completed, we anticipate a 50% reduction in access and use of the harbor by commercial and privately owned vessels and a 40% reduction in ecotourism related use (because of the variability in access restricted by tidal flooding). Some of these reductions in access can be mitigated through upgrades to existing infrastructure (discussed below).

Impacts to Ecosystem Services

The predicted loss of estuarine marsh habitat due to submergence is expected to have a significant impact on some threatened and endangered species and the loss of important ecological habitat types within Elkhorn Slough. Loss of dune habitat (and resulting adaptive capacity of harbor resources) is also predicted but may be mitigated if coastal dunes are allowed or encouraged to migrate inland. Previous studies suggest that recreation is concentrated in coastal areas near Highway 1 (Moss Landing Harbor and the beaches, Table 8) which are less vulnerable to 2030 hazards.

By 2060 much of Elkhorn Slough will likely transition to a subtidal embayment which may lead to a reduction in ecotourism visitation to the Slough. Similarly, daily flooding of beaches and other natural coastline amenities will reduce visitation to the harbor and adjacent coastline.

Financial Loss of Recreation and Ecosystem Services

Based on our market and non-market resource valuations of the Moss Landing Harbor (\$137 million (2007 dollars)) we anticipate a small but real (\$3.6 million) impact to the recreation and ecotourism economy by 2030 due to predicted hazards if no adaptation measures are implemented. By 2060 approximately half of the estimated economic valuation will be lost due to the predicted impacts to ecosystem services and daily restrictions in access. Ecosystem and infrastructure vulnerabilities can be mitigated or made more resilient and regional and state partners should work with the Harbor District to prioritize long term management objectives for the harbor (See Table 11 in Section 4). Long term risks (2100) to infrastructure and coastal beaches and dunes will likely make protection of the harbor through the end of the century infeasible and adaptive strategies and retreat plans should be developed to relocate harbor infrastructure inland as needed to provide the necessary level of safe harbor infrastructure in Moss Landing for future boaters.

Table 9. Market and non-market cost implications of reduced level of service and access from predicted climate hazards.

VALUATION	ECONOMIC VALUATION (MARKET AND NON-MARKET)	2030 % SERVICE LOSS	2030 ECONOMIC LOSS	2060 % SERVICE LOSS	2060 ECONOMIC LOSS
Commercial Fishing (Landed Value)	\$ 24,000,000	0%	\$ -	50%	\$ 12,000,000
Commercial Passenger Fishing Vessels (Charter Boats)	\$ 1,100,000	0%	\$ -	50%	\$550,000
Nature-based Recreation (Kayaking & Whale Watching)	\$ 12,000,000	20%	\$ 2,400,000	40%	\$ 4,800,000
Beach going	\$ 7,000,000	15%	\$ 1,050,000	50%	\$ 3,500,000
Recreational Boating	\$ 11,000,000	0%	\$ -	50%	\$ 5,500,000
Boating and vessel related fees	\$ 2,000,000	10%	\$ 200,000	50%	\$ 1,000,000
Research and Conservation (operating budgets)	\$ 80,000,000	0%	\$ -	50%	\$ 40,000,000
Total	\$ 137,100,000		\$ 3,650,000		\$67,350,000

4. Adaptation Opportunities

Proposed Moss Landing Harbor Adaptation Strategies

Below is a description of proposed mitigation/adaptation measures which are intended to address vulnerabilities to existing harbor infrastructure from specific climate risks described in Section 2.

1. Do not build new infrastructure within projected hazard zones that will not be resilient (for the expected life of the infrastructure) to the predicted impacts of that hazard.
2. Upgrade Harbor infrastructure within and adjacent to tidelands to be resilient to 2060 predicted tidal range (>2.6-3.8ft).
 - a. Harbor pilings in some areas that have not been upgraded will need to be replaced with taller posts to ensure that tides do not lead to docks overtopping pilings.
 - b. Raise or relocate pedestrian walkways, dock access ramps (areas 1, 2 & 3) and adjacent infrastructure (oil collection system, garbage enclosure).
3. Raise public parking and access areas of Harbor District property to above the predicted 2060 tidal range.
 - a. Raise parking lot areas to above the predicted 2060 tidal range (>2.6-3.8ft). (See Figure 13)
 - b. Access/launch ramps and other infrastructure should be upgraded in coordination with adjacent efforts to raise parking and access areas above 2060 tides.
4. Design and build low relief berms (with drainage infrastructure) along harbor waterfront and restore coastal beach and dunes to help reduce winter storm flooding to Harbor district property and adjacent roads and infrastructure.
 - a. Design and construct (in partnership with the Monterey County, CalTrans and Moss Landing Community) low relief berms along waterfront areas where storm flooding is predicted to overtop and flood inland low-lying roads and properties. (See Figure 13)
 - b. Upgrade storm drains to enhance drainage during rainstorms with high tides (king tides).
 - c. Work with US Army Corps of Engineers and Monterey Bay National Marine Sanctuary (and other regulatory agencies) to investigate beach and dune nourishment opportunities for harbor dredge materials to increase SLR resiliency.
 - d. Continue to support dune restoration and resiliency efforts on Salinas River State Beach sand dunes (Figure 13).
 - e. Define inland zones to support dune migration (while maintaining harbor channel functions) needed to maintain a minimum dune barrier width (Figure 14a).

5. Work with Monterey County and Moss Landing Community to ensure road access to harbor infrastructure and docks.
 - a. Continue to participate in the Moss Landing Community Plan development process and ensure that County services including roads and bridges and utilities are maintained, upgraded or relocated in ways that ensure continued access to and use of harbor infrastructure through 2060.
 - b. Upgrade Moss Landing Road tide gates to enhance drainage during rainstorms with high tides (king tides).
6. Draft long range plan in partnership with Monterey County to relocate the harbor infrastructure (in tandem with the Moss Landing community, local roads and highway alignment) inland to serve 2100 community needs. Negotiate modified tidal lands lease agreement with State Lands Commission.
 - a. Establish a long range planning effort within the Moss Landing Community Plan process to identify needed coastal retreat strategies and rezone areas for future development inland of mapped hazard areas (Figure 14b). Investigate new opportunities to relocate Moss Landing Harbor inland along the Elkhorn or Moro Cojo sloughs as coastal dunes fail or migrate inland.
 - b. Ensure that County actions (road and bridge replacements) and state agency programs and policies support harbor district needs to re-locate new berthing inland within Elkhorn Slough (East of the current location of Highway 1), in order to continue safe harbor services to the citizens of California.

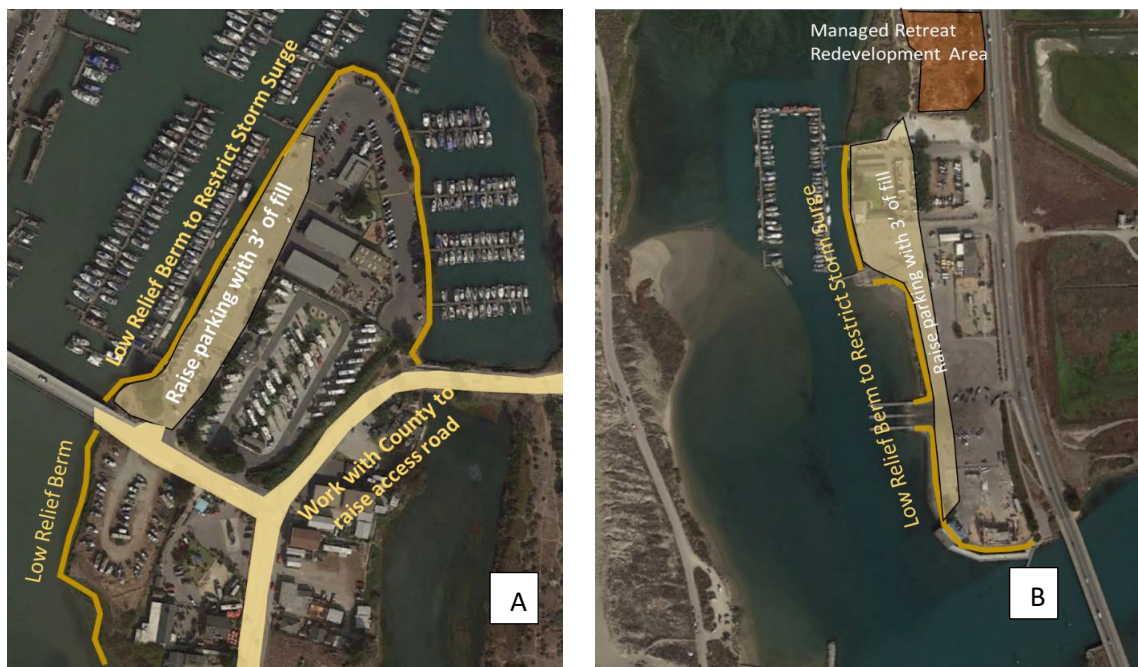


Figure 13. Maps of adaptation, resiliency and retreat planning areas including harbor berm to reduce storm related flooding and raising of parking/ public areas to reduce tidal flooding A) South Harbor, B) North Harbor.



Figure 14. Maps of (A) areas for recommended coastal dune and beach management zones to increase resiliency of natural dune barrier and work with ML island property owners to develop a storm surge barrier into new and existing development and (B) possible areas in harbor ownership where development opportunities could be retired and exchanged for development in areas resilient to 2060 hazards (Moss Landing community redevelopment opportunity zone also noted although outside of harbor district control).

Timeframe of Implementation of Measures

Table 11 lists recommended timeframes for initiation and completion of various adaptation, protection and planning efforts needed to be completed by the Harbor District, Monterey County and private land owners to address predicted coastal climate hazards. Infrastructure upgrades identified within this hazard evaluation focus on increasing the elevation of parking and dock access ways (Figure 13) and the enhancement and management of coastal boundaries including dunes and beaches and harbor waterfront that provide resiliency to predicted flooding (Figure 14).

Monitoring of Sea-level Rise Impacts and Adaptation Strategies

Climate Impact Monitoring Strategy

It is recommended that the Harbor District adopt a simple tracking system to document impacts to infrastructure and reductions in levels of service associated with coastal flooding, erosion and other related coastal climate change hazards. Tracking should document 1) impacts that require replacement, repair or upgrades to harbor infrastructure and 2) flooding and other storm related events which restrict

access to harbor infrastructure and public access to the harbor, Elkhorn Slough, beaches and Monterey Bay National Marine Sanctuary.

Regional Planning in Place to Address Sea-level Rise and Climate Change

Moss Landing Community Plan

The Moss Landing Community Plan and Coastal Implementation Plan, both of which are a part of the Monterey County Local Coastal Program, are currently being updated to provide a comprehensive planning framework to improve and enhance the Moss Landing community. This plan is being prepared by the Monterey County Resource Management Agency – Planning with the input and assistance from the community, stakeholders, planning & environmental consultants and associated agencies.

Integrated Regional Water Management Program

Integrated regional water management (IRWM) is an approach to water resource management in California that is being strongly promoted by the State as a way to increase regional self-sufficiency. IRWM offers an approach for managing the uncertainties that lie ahead, particularly in light of climate change. The IRWM planning process brings together water and natural resource managers, along with other community stakeholders, to collaboratively plan for and ensure the region's continued water supply reliability, improved water quality, flood management, and healthy functioning ecosystems—allowing for creative new solutions and greater efficiencies. The Greater Monterey IRWM Plan has been developed to fulfill the goals of IRWM planning in this region and to provide eligibility for State IRWM grant funds.

Elkhorn Slough Tidal Wetland Recovery Plan

With fifty percent, or 1,000 acres, of Elkhorn Slough's salt marshes being lost over the past 150 years and the ongoing marsh loss and habitat erosion, the Elkhorn Slough Tidal Wetland Program was formed. This unique program is a collaborative effort to develop and implement strategies to conserve and restore estuarine habitats in the Elkhorn Slough watershed. For the past several years, stakeholders and scientists participating in the Elkhorn Slough Tidal Wetland Project (TWP) have evaluated the pros and cons of different restoration alternatives for the estuary. The main channel and tidal creeks in Elkhorn Slough have undergone extensive erosion due to tidal scour following the opening of an artificial mouth to the estuary in 1946 to accommodate Moss Landing Harbor. The larger estuarine mouth also has contributed to dieback of salt marsh habitat in the slough. Tidal Wetland Project investigations explored whether a single large fix at the mouth of the estuary, effectively shrinking the mouth size, would benefit overall ecosystem health. The decision was that no large scale action should currently be undertaken at the mouth of the estuary, because of potential risks to water quality, negative impacts to recreational boating, and uncertainty about benefits to salt marsh habitat. However, smaller scale actions have been taken including the Parson's Slough sill, and raising the elevation of the Minhoto Marsh elevation with sediment from the Pajaro River.

Estimate of Financial Costs of Sea-level Rise Adaptation

Storm Cleanup, Replacement or Repair Costs

Costs associated with future cleanup after storm events is difficult to anticipate and budget. Previous cleanup and repair efforts have been completed by the Harbor District and often include repairs to docks due to fluvial discharge and storm surge, dredging due to erosion from the watershed, and road and parking lot cleanup due to storm surge and flooding. Such costs are anticipated to increase as storm events increase in frequency and intensity.

Anticipated Costs of Adaptation/Mitigation Measures, and Potential Benefits of Such Strategies and Structures

Costs to implement the 2030 and 2060 adaptation efforts was estimated with input from Harbor District Staff (Table 10 and Table 11). Costs include design, planning, permitting and construction activities. No adaptation strategies required the purchase of new properties but many adaptation actions needed to retain operations of the harbor are the responsibility of state and county agencies. Specifically, CalTrans is responsible for continued operations of Highway 1 (and currently studying long term management of the corridor in reference to predicted SLR hazards) and Monterey County which is responsible for local roads, bridges and tide gates.

Table 10. Adaptation Costs for 2030 and 2060 time horizons.

TIME HORIZON	ADAPTATION APPROACH	ADAPTATION COSTS
2019-2030	Adapt	\$2,100,000
	Plan	\$250,000
	Protect	\$1,700,000
2030 Total		\$4,050,000
2030-2060	Adapt	\$13,000,000
2060 Total		\$13,000,000
Total		\$17,050,000

Anticipated costs to relocate infrastructure and work with county agencies to upgrade roads is anticipated to cost approximately \$4 million (Table 10). These activities are expected to reduce loss of service of Harbor infrastructure and help maintain access to boats during flooding, and estimated market and non-market cost of approximately \$3.6 million annually or approximately ten times return on the investment to the boating community. Costs to raise parking and access ways, and construct storm surge protection around the harbor is anticipated to cost \$17 million but will reduce market and non-market losses of approximately \$67 million annually by 2060 (Table 9).

Costs to construct extensive sea walls or rip-rap needed to protect the harbor from wave overtopping of the coastal beach strand were not estimated but were assumed to be only partially effective and would

likely be cost prohibitive when compared with relocating marina boat slips inland, away from wave hazards.

Cost Savings

Much of the costs to implement the actions was attributed to permitting and planning as well as state requirements to pay prevailing wages. Significant reductions in described costs could be made if permitting costs were reduced significantly and prevailing wage requirements were suspended for SLR mitigation and adaptation activities. Integration of these identified adaptation actions could be integrated into the Moss Landing Community plan and thus integrated with the North Monterey County Local Coastal Plan. Integration into the LCP may help to reduce permitting costs if the State adopts policies that support streamline permitting of SLR adaptation strategies outlined in adopted LCPs.

Table 11. Adaptation Strategy Implementation Timeline and Cost

TIME HORIZON	ADAPTATION APPROACH	ACTION	RELATIVE COST	SIZE OF EFFORT	ESTIMATED COST
2019-2030	Adapt	Upgrade older dock pilings with taller pilings that can withstand predicted 2060 tidal range.	Mid	50 Pilings	\$700,000
		Move trash and oil recycling enclosures out of storm flood hazard area.	Low	2 enclosures	\$1,000,000
		Investigate alternative routes to north harbor docks that will provide better access during winter storm flooding.	Low	1 access location	\$400,000
	Plan	Work with Monterey County and Coastal Commission to transfer development rights to inland or more resilient areas.	Low	3 parcels	\$250,000
		Work with Monterey County and Moss Landing Marine Labs to ensure proper functionality of Moss Landing Road/Moro Cojo Slough Tide Gates to minimize flooding to "downtown".	Mid	Three culverts and tide gates with upgrades to road	County
		Work with Elkhorn Slough NERR to identify marsh plain resiliency options (possibly using appropriate dredge spoils) to retain marsh habitat areas and reduce slough erosion and harbor siltation.	Low	1,000 Acres	N/A
	Protect	Design and construct (in partnership with Monterey County, CalTrans and Moss Landing Community) low relief berms along waterfront areas where storm flooding is predicted to overtop and flood inland low-lying roads and properties. Upgrade storm drains to enhance drainage during rainstorms with high tides (king tides).	Mid	650 Linear Feet (North Harbor) 1600 Linear Feet (South Harbor) 500 Linear Feet (OSR Storage)	\$1,200,000
		Continue to support dune restoration and resiliency efforts on Salinas River State Beach sand dunes.	Low	25 acres	State Parks
		Work with Monterey County, State Lands Commission, US Army Corps of Engineers, and Monterey Bay National Marine Sanctuary to encourage beach nourishment on developed sections of the Moss Landing sandspit using appropriate harbor dredge spoils.	Low	6 acres of beach area	\$500,000

TIME HORIZON	ADAPTATION APPROACH	ACTION	RELATIVE COST	SIZE OF EFFORT	ESTIMATED COST
2030-2060	Adapt	Upgrade access ramps and other infrastructure in coordination with adjacent efforts to raise parking and access areas above the predicted 2060 tidal range (>2.6-3.8ft)	Low	12 access landings	\$1,000,000
		Raise parking lot areas, pedestrian walkways, dock access ramps (areas 1, 2 & 3) and adjacent infrastructure (oil collection system, garbage enclosure) to above the predicted 2060 tidal range (>2.6-3.8ft). (See Figure 13)	High	1 Acre (North Harbor) 1.5 Acres (South Harbor) 1.25 Acres (Old Salinas Storage)	\$10,000,000
		Move vulnerable infrastructure (trash enclosures, restrooms) away from hazard areas.	Mid	10 pieces of infrastructure	\$2,000,000
		Work with Monterey County to raise Moss Landing and Sandholdt Roads to maintain access during high tides and winter storms.	High	2000 Linear Feet	County
	Plan	Ensure that County services, including roads and bridges, are maintained, upgraded or relocated in ways that ensure continued access to harbor infrastructure through 2060.	High	2000 Linear Feet	County
		Work with CalTrans to ensure highway service to Moss Landing either in current or new alignment. Investigate Dolan Road as community access road if Highway 1 is moved inland.	Very High	4 miles of highway	State
2060-2100	Adapt	Establish a long range planning effort within the Moss Landing Community Plan process to identify needed coastal retreat strategies and rezone areas for future development inland of mapped hazard areas. Investigate new opportunities to relocate Moss Landing Harbor inland along the Elkhorn or Moro Cojo Sloughs as coastal dunes fail or migrate inland.	Mid	Complete Redevelopment	N/A

5. Conclusion

To ensure continued harbor operations through 2060 CCWG, with input from the Harbor District, has identified a number of necessary adaptation actions (raising of parking and dock access) that will help increase the resiliency of infrastructure and continue to provide an expected level of service and access. The costs to build/construct these activities are expected to be spent as the reduction in service is documented (i.e. environmental triggers). By 2060 access to harbor infrastructure (and therefore State Granted Lands) will be greatly reduced due to monthly or daily tidal flooding. Adaptation and resiliency measures taken by the Harbor District will only be effective if Monterey County, CalTrans and regional utilities, California State Parks, and private land owners along the Island sandspit take concurrent actions to adapt current infrastructure and maintain resiliency. Road, bridge and tide gate infrastructure must be maintained and upgraded if the Harbor is to remain viable through 2060. Coastal resilience planning is needed to increase resilience to 2060 wave overtopping of the Island and will need to be coordinated and a plan agreed to by the County, State (specifically the Coastal Commission), and private land owners on the island.

The hazards predicted to occur sometime between 2060 and 2100 are significant and likely unsurmountable for the harbor to withstand and remain operational within its current layout. Retreat of harbor infrastructure inland within the Elkhorn and Moro Cojo sloughs is likely needed if the Moss Landing Harbor is to remain a viable California safe harbor.

State and County funding needed to retain access to Harbor infrastructure and utilities will need to be identified before the Harbor District can invest in necessary upgrades. Such retreat and relocation decisions will need to be made in consult with State Lands and California Boating and Waterways staff who will need to prioritize future expenditures needed to retain safe boating along the California Coast.



Heather Adamson, Director of Planning
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

RE: Santa Cruz County Friends of the Rail & Trail Comments on EIR Scope for 2045
Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional
Transportation Plans

Dear Ms. Adamson:

Thank you for the opportunity to comment on the scope of the Environmental Impact Report
for the 2045 Metropolitan Transportation Plan/Sustainability Communities Strategy and Regional
Transportation Plans.

Based on our understanding of the role of the 2045 MTP/SCS vis a vis the widely-understood,
life-threatening consequences of global warming, and based on the requirements of California
statutes and other state and federal planning, this plan is key to the Monterey Bay region making
significant progress in reducing greenhouse gasses (GHG) from transportation sources over the
next twenty five years.

Sadly, there has been little if any progress toward this goal during the past few years since the
2040 Plan was adopted. An important part of the 2045 MTP/SCS will be an assessment of
performance measures for both current and projected metrics. If we are not making progress
on these measures, AMBAG should support state efforts to require local jurisdictions to better
manage land use and transportation decisions in tandem. This is the fundamental way we can
achieve a more balanced relationship between jobs and housing in our region, and thereby be
able to provide travel options that reduce GHG emissions, as required by the SCS, rather than
increasing them to our collective detriment.

Please include our organization on AMBAG's contact list for all communications about MTP/SCS
activities. Our contact information is below.

Thank you very much for your consideration.

Sincerely,

Sally Arnold

Sally Arnold
Board Chair
Santa Cruz County Friends of the Rail & Trail

George Dix

From: Heather Adamson <hadamson@ambag.org>
Sent: Thursday, January 30, 2020 11:31 AM
To: Megan Jones
Cc: George Dix
Subject: [EXT] FW: Regional Transportation Plans EIR scoping Comments

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

From: SAM TEEL [mailto:samteel@comcast.net]
Sent: Thursday, January 30, 2020 11:29 AM
To: Heather Adamson
Subject: Regional Transportation Plans EIR scoping Comments

Impacts to be addressed/resources:
Add "Possible economic impacts and support"

****Active Transportation Mode and Transit Prioritized Alternatives:**

This is a big topic. The number of individuals who actually use their bikes to commute as versus occasional recreational use as versus the vast majority of individuals who drive their cars for both should determine the percentage of projects dedicated for those uses. It would make more sense to eliminate the fare box on public transportation. MST currently generates approximately \$4.5 million/year through their fare boxes. When they recently offered free rides to Hartnell students, they generated a 200% increase in ridership. When they offered a 50% (?) discount to MPC students, they generated only a 10% (?) increase. Increasing ridership on public transportation not only offers traffic congestion but reduces air pollution. A \$4.5 million subsidy could be justified simply through the congestion relief on overcrowded existing roads.

Sam Teel

Appendix B

2045 MTP/SCS and RTPs Transportation Project List

Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Fransiscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$100
MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$923
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	\$300
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$30
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install class II bike lanes	\$29,300
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$5
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway.	\$3,602
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22

Association of Monterey Bay Area Governments

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC168-UM	Davis Road	Install Class II bikeway.	\$3,193
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$194
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway.	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA-PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie-install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I bike path along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57 mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175

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2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500
MON-SNS138-SL	Bardin Road Safe Routes to School/ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry seal on East Alisal Street and crosswalk and ADA enhancements	\$12,000
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, Bike Lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/Class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-TAMC006-TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC010-TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28 mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011-TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016-TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017-TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018-TAMC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT011-CT	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey.	\$94,143
MON-CT022-CT	SR 156 - Expressway Conversion	Expressway to freeway conversion; Construct new 4 lane highway south of existing alignment, convert existing highway to frontage road (Related to CT023 and CT036)	\$106,225
MON-CT023-CT	State Route 156 and US 101 Interchange	Construct new interchange for SR156 and US101 (related to CT022 and CT036)	\$250,890
MON-CT030-SL	US 101 - Salinas Corridor	Widen US 101 to 6 lanes and/or auxiliary lanes within city limits of City of Salinas where feasible.	\$52,000
MON-CT031-CT	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings, constructing a new interchange at Harris Road, and provide necessary frontage roads to allow farmers to access their lands. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and make related intersection improvements (EA 05-OH330). These improvements will enhance bicycle and pedestrian mobility and facilitate transit access.	\$112,000
MON-CT036-CT	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	\$55,200
MON-GON015-GO	US 101/Gloria Road Interchange	US 101/Gloria Road Interchange Improvements. (EA 05-OP930) PM 68.4/70.4	\$36,000
MON-GRN008-GR	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	\$39,800
MON-KCY006-CK	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77).	\$32,580
MON-MAR136-MA	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	\$590
MON-MAR137-MA	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	\$500
MON-SOL002-SO	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	\$5,200
MON-SOL003-SO	US 101 - South Interchange	Install new interchange south of US 101 and Front Street.	\$21,760
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	\$15,589

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOL046-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY016-CK	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	\$10,000
MON-KCY017-CK	Bypass (Lonoak Connection)	Road and Ped/Bike Construction.	\$15,000
MON-MAR077-MA	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete Streets design with the widening. Previous FORA project.	\$1,915
MON-MAR114-MA	Del Monte Boulevard Widening	Widen to 4 lanes and add Class II bike lanes. Triggered by Marina Station Subdivision	\$5,000
MON-MAR150-MA	Del Monte Blvd Extension	Construct new roadway	\$13,000
MON-MAR153-MA	Patton (Abrams) Pkwy Extension	Construct new roadway	\$1,150
MON-MAR154-MA	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$41,750
MON-MAR165-MA	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	\$2,075
MON-MRY005-MY	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	\$8,000
MON-MYC147-UM	SR 156 - Blackie Road Extension	Construct new road from Castroville Blvd to Blackie Rd.	\$18,000
MON-MYC192-UM	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	\$13,300
MON-MYC245-UM	San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpinteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.	\$71,900
MON-MYC307-UM	Davis Road Bridge Replacement and Road Widening	Replace an existing two-lane, low-level bridge with a high-level four-lane bridge. Widen Davis Road to four lanes from Blanco and Reservation Roads. (RMA-PW&F)	\$71,742
MON-SCY015-SA	Tioga widening	Widen Tioga Ave. at Del Monte; Install Class II bike lanes and fill sidewalk gaps.	\$600
MON-SNS006-SL	US 101 - Alvin Drive Overpass/Underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	\$12,325
MON-SNS008-SL	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Roasarita Dr.	\$1,647
MON-SNS012-SL	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install Class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	\$6,671
MON-SNS029-SL	John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	\$8,513
MON-SNS035-SL	Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	\$1,117

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS037-SL	Main Street (North) Widening	Widen to 6 lanes from Market to Casentini including bicycle and pedestrian improvements.	\$5,060
MON-SNS044-SL	Natividad Road Widening	Widen from 2 to 4 lanes	\$4,296
MON-SNS048-SL	Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	\$1,218
MON-SNS050-SL	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	\$3,078
MON-SNS052-SL	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Streets; accommodations for bikes and peds.	\$14,737
MON-SNS059-SL	Williams Road Widening	Widen from 2 to 4 lanes	\$5,500
MON-SNS090-SL	Russell Road Extension	Extend 4 lane arterial	\$17,557
MON-SNS092-SL	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	\$3,635
MON-SNS093-SL	Independence Boulevard Extension	Extend as 2 lane collector	\$1,374
MON-SNS094-SL	Hemingway Drive Extension	Construct 4 lane road	\$2,871
MON-SNS095-SL	Constitution Boulevard Extension	Construct 4 lane street	\$9,556
MON-SNS096-SL	Sanborn Road Extension	Construct 4 lane arterial	\$6,895
MON-SNS097-SL	Williams Russell Collector	Construct new north - south connection	\$8,115
MON-SNS098-SL	Alisal Street Extension	Extend as 2 lane collector street with bike lanes	\$5,119
MON-SNS099-SL	Moffett Street Extension	Extend as 4 lane collector	\$3,336
MON-SNS100-SL	Rossi Street Widening	Widen to 4 Lanes, install median and bike lanes	\$300
MON-SNS101-SL	Bernal Drive Extension	Extend as 4 lane arterial	\$6,976
MON-SNS102-SL	Constitution Boulevard Extension	Construct new 2 lane street	\$3,403
MON-SNS103-SL	Williams Road Widening	Widen from 3 to 4 lanes	\$2,975
MON-SNS104-SL	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.	\$2,908
MON-SNS108-SL	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	\$2,161
MON-SNS121-SL	McKinnon Street Extension	Extend as a two-lane collector from Boronda Rd to Rogge Road	\$3,710
MON-SNS279-SL	Ross Rd Extensions	Extend Rossi St as 4-lane arterial btwn Western Bypass and Davis Rd with bike lanes.	\$2,488
MON-SNS280-SL	Eastern Bypass	Construct four-lane arterial from US 101 to Williams Rd	\$17,837
MON-SNS281-SL	El Dorado Drive Extension	Extend as two-lane collector from Boronda Rd to Roggee Rd	\$2,398

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS282-SL	Abbott Street Widening	Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street	\$1,266
MON-SOL065-SO	Camphora-Gloria Road (2007 TIF R12)	Camphora-Gloria Road (2007 TIF R12); Construct to 4 lanes	\$18,617

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	\$200
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoë Road	Install two-lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000

Appendix B: Project List
Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US 101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or roundabout	\$2,500

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MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left-turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500
MON-MRY022-MY	Citywide Street Reconstruction	Street reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street panel replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide traffic signal pole replacement	\$20,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & geometric improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved turnouts and signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laurels Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to Grade Separation)	\$7,890
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay Existing Roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes between future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F)	\$2,968

Appendix B: Project List
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA-PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs/adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA-PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class 1 bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	\$1,950
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Corridor Moore Improvements	Roundabout installation intersection improvements along General Jim Moore at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161

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MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median Improvements/median left turn lanes btwn Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33
MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install signal	\$546
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersecton Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800
MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000

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MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/San Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/Advanced Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000
MON-TAMC003-TAMC	Rail Extension to Monterey County-Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/ Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

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Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$100,000
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a 4-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4-lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to 4-lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase 2	Convert to 4-lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000
SB-CT-A55	U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156	Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County.	\$196,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

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Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemei Street to Muckelemei Street	Reconstruction of Muckelemei Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	\$500
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial; 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 \$47,048
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>\$1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765

Appendix B: Project List
San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpenteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	\$450
SB-SJB-A03	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short and long range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

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Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$87,247

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300

Appendix B: Project List
San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$500
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$250
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$100
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$100
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	\$50

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$750
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$400
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$2,500
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$7,000
SC-CO-P46a-USC	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$3,500
SC-CO-P46b-USC	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Road to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$5,000
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02</u> Bicycle Safety Education (<u>BikeSmart and WalkSmart</u>)	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$440 <u>\$450</u>

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k/yr)	\$17,000 \$25,000
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$240
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$5,500
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P123-SCR	Soquel/Branciforte/Water Bike Lane Treatments (San Lorenzo River to Branciforte) Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$1,404
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-P132-SCR</u>	<u>Swanton Blvd. Multi-Use Trail Connector</u>	<u>Install a 10-12 foot wide multi-use trail along Swanton, Delaware and Natural bridges, completing a missing link.</u>	<u>\$1,900</u>
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multimodal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$210
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications <u>improvements</u> .	\$2,070 <u>\$500</u>
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 <u>\$500</u>
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 <u>\$520</u>
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$4,000
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 \$250
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$2,060
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$515
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (Short term)	\$90
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$400
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$2,570
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$1,140
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$3,125
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 <u>\$900</u>
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$600
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 <u>\$660</u>
<u>SC-WAT-P71-WAT</u>	<u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	<u>Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.</u>	<u>\$3,400</u>
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches	\$5,000
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$4,000
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$700
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California St to Pacific Ave/Wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7-Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road-Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 <u>\$4,000</u>
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

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Table 2 Highway Improvements

AMBAG ID	Project	PROJECT DESCRIPTION	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60 foot long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155
SC-RTC 24f-RTC	2 - Hwy 1: Auxiliary Lanes from 41st Ave to Soquel Ave and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. Caltrans Project ID 05-0C732	\$32,000
SC-RTC 24r-RTC	94 - Hwy 1: Northbound Auxiliary Lane from San Andreas Rd/Larkin Valley Rd to Freedom Blvd	Construct northbound auxiliary lane. [Note: This project was not included as part of Highway 1 CIP project (RTC 24a).]	\$10,000
SC-RTC-24e-RTC	3 - Hwy 1-State Park Dr-Bay/Porter Auxiliary Lanes, Bus on Shoulders, & Mar Vista Bike/Ped Crossing	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls	\$90,000
SC-RTC-24g-RTC	4 - Hwy 1 Auxiliary Lanes and Bus on Shoulders: Freedom Blvd to State Park Dr	Construct auxiliary lanes between State Park Dr-Rio Del Mar and Rio Del Mar Blvd - Freedom Blvd interchanges and modify shoulders to allow buses to use shoulders. Includes soundwalls and retaining walls; widening of the bridge over Aptos Creek/Spreckles Drive; Segment 12 of the MBSST (State Park Dr-Rio Del Mar Blvd/Sumner); and reconstruction of two railroad bridges over Highway 1, including bike/ped trail. [Part of Highway 1 CIP project (RTC 24a)]	\$102,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-25SC	Hwy 1/9 Intersection Modifications	Intersection modifications including new turn lanes, bike lanes, shoulders, lighting, sidewalks and access ramps. Includes adding second left turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right turn lane and shoulder on northbound Highway 9; through left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street	\$7,900
SC-CT-34-CT	Hwy 1 Scotts Creek Restoration and Bridge Reconstruction Coastal Resiliency Project	Replacement of bridge, road fill removal, and associated infrastructure to re-establish marsh/estuarine system currently restricted by Highway 1, benefiting multiple threatened and endangered species and resulting in a more resilient ecosystem and transportation corridor. Anticipated to be funded in-part by environmental resource/water grants. Partnership with Caltrans, CDF&W, RTC, RCD, Coastal Conservancy, and others.	\$10,000 \$3,530
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 \$274,012
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 \$291,364
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 \$3,500
SC-CT-P49-CT	Hwy 17 Access Management - Operational Improvements	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	\$10,000
SC-CT-P54-CT	Hwy 9 Viaduct Wall Extension	Construct side hill viaduct extension with cutoff retaining wall, restore roadway and facilities, and install permanent erosion control. (201.131) (Caltrans EA# 1K060 0518000115). Cost (\$1,000): CON/RW \$3,280 /\$60	\$6,910
SC-CT-P55-CT	Hwy 1 Replace Culverts	Safety updates to replace Culverts.	\$13,080
SC-CT-P56-CT	Hwy 1 Soquel Creek Scour Protection	Place Rock Slope Protection (RSP) to protect bridge foundation.	\$7,703
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P58-CT	Hwy 17 Jarvis Slide Rock Fence	Construct rock fence/barrier at Jarvis Slide.	\$7,438

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P59-CT	Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49).	\$23,210 <u>\$29,047</u>
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P66-CT	CZU August Lightning Complex Fire Recovery	Remove fire debris, burned trees, replace guardrail, drainage systems, timber wall lagging, and signs on Routes 1, 9 and 236 at various locations. (EA#1M650)	\$14,800
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563
SC-CT-P71-CT	Hwy 236 Heartwood Hill Embankment Restoration	(HMA), apply High Friction Surface Treatment (HFST), and contrasting surface treatment	\$4,855
SC-CT-P73-CT	Hwy 17 Drainage Improvements	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems. (Long Lead Project)	\$9,502
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR 9 to north of Western Drive)	Preserve pavement and replace 87 ADA ramps as needed.	\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(South of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200
SC-CT-P78-CT	Hwy 17 Capital Maintenance (SR 1 to Vine Hill School Road area)	Preserve pavement, upgrade median barrier, install 12 TMS	\$17,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	\$12,500
SC-RTC-24j-RTC	7 - Hwy 1: Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	\$14,000

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-38-SCR	Hwy 1/San Lorenzo Bridge Replacement	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	\$20,000
SC-SC-P81-SCR	Hwy 1/Mission Street at Chestnut/King/Union Intersection Modification	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,650

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	Clares Street Traffic Calming: Phase I and II and Pavement Preservation	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.	\$1,350
CAP 16SC	Bay Avenue/Capitola Avenue Intersection Modifications/Roundabout	Multimodal improvements to intersection. Roundabout.	\$500
<u>CAP 20SC</u>	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	<u>\$415</u>
<u>CAP 22SC</u>	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	<u>\$1,000</u>
CO-64SC	Aptos Village Plan Improvements	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Drive; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Drive/Aptos Creek Road & Soquel/Trout Gulch. Left turn lanes on Soquel at new street - Parade Street and at Aptos Creek Road. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR crossing at Parade Street. Phase 1: Trout Gulch Road improvements with traffic signal and upgraded railroad crossing at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$5,200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 66SC	East Cliff Drive Cape Seal (12th-17th)	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230
CO 82 SC	Branciforte Drive Chip Seal Project (Granite Creek Road to SC city limits - 1.91mi)	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive	\$433
<u>CO 90SC</u>	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	<u>\$2,084</u>
<u>CO 91SC</u>	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$1,863</u>
<u>CO 92SC</u>	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	<u>\$1,643</u>
<u>CO 93SC</u>	<u>Holohan Road Resurfacing</u>	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$490</u>
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC 42SC	Soquel Avenue at Frederick Street Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	\$350 <u>\$900</u>

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP 19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P06-CAP	Citywide General Maintenance and Operations	Ongoing maintenance, repair and operation of road/street system within the City limits.	\$51,300 \$66,300
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20
SC-CAP-P55-CAP	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500
SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Cassery Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655

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SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530
SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P35-USC	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	\$415,000 \$461,200
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two-lane clear span concrete slab bridge and standard bridge approaches.	\$2,110
SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-CO-P91-USC	Larkspur Bridge @ San Lorenzo River	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane bridge and standard bridge approaches.	\$3,930
SC-CO-P97-USC	County wide guardrail	Install guardrail on County roads.	\$15,000

Appendix B: Project List
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-37-SCR	Murray Street Bridge Retrofit	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,440
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 \$600
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P07-SCR	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$79,000 \$109,000
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P109-SCR	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,150
SC-SC-P128-SCR	Citywide Street Sweeping	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	\$22,500
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona <u>Iowa/Nobel</u> Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini roundabout to replace the all-way stop to improve safety and capacity.	\$500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	\$400 <u>\$1,100</u>
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P27-SCV	Citywide General Maintenance and Operations	Ongoing maintenance, repairs and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$18,000 <u>\$23,000</u>
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P01-UC	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,070
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-UC-P66-UC	Transportation-Related Stormwater Management Projects	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	\$1,030
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000
SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800
SC-WAT-P06-WAT	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Total Need = \$2,600/year, constr=\$1500/yr)	\$54,270 <u>\$69,270</u>
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P24-WAT	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$16,200 <u>\$5,000</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/ <u>State Park Drive Improvements</u>	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salspuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>
<u>SC-VAR-09s-VAR</u>	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
<u>SC-VAR-P50-VAR</u>	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 <u>\$140</u>
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT 43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

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Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO 50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC 02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890

Appendix B: Project List
Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 <u>\$51,750</u>
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data Terminals/Radios	Replace mobile data terminals in vehicles.	\$400
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

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Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$5,050
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$98,800
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$25,000
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640

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Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$10,000 \$25,000
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$67,200
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$4,300
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-RTC 03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal Priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alternative fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$500

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Soquel to Brommer) Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 \$16,851
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC 34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate stand-alone project (\$6.7 M)	\$1

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-SV-P42-SCV	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Appendix C

Performance Metric Data

Performance Measures for 2045 MTP/SCS Environmental Impact Report

PM ID	DESCRIPTION	2015 Existing	2020 Modeled	2035 No Project	2035 Project (Revenue Constrained)	2045 No Project	Alt 2: 2045 Alternative Transportation Modes Alternatives	Alt 3: 2045 Infill and Transit Focus Alternative	2045 Project (Revenue Constrained)
1	Percent of work trips that are 30 minutes or less by mode peak period (Percent)								
1a	SOV/Drive alone	85.1%	85.1%	84.7%	84.4%	84.8%	84.4%	84.9%	84.3%
1b	Shared Ride	85.1%	85.1%	84.7%	84.4%	84.8%	84.4%	84.9%	84.3%
1c	Transit	58.1%	57.6%	59.6%	60.6%	59.5%	62.2%	62.1%	60.8%
2	Average work trip travel time peak period (in minutes)	15.3	15.4	15.5	15.5	15.5	15.6	15.4	15.6
3	Percent of jobs within 1/2 mile of a high quality transit (Regional)	12.0%	12.0%	11.8%	23.8%	11.8%	31.7%	30.5%	24.8%
3a	Monterey County	20.1%	20.1%	19.9%	26.7%	19.8%	29.8%	29.1%	28.2%
3b	San Benito County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3c	Santa Cruz County	0.0%	0.0%	0.0%	22.7%	0.0%	40.3%	38.0%	23.3%
4	Daily truck hours of delay (Truck Vehicle Hours)	3,772	6,404	7,381	6,746	9,611	8,252	8,449	8,218
5	Emissions								
5a	GHG (CO ₂) Emissions from all land use and VMT (lbs)	15,407,659	14,996,815	10,852,352	10,837,500	11,064,845	11,128,633	11,010,269	11,081,610
5b	Per capita GHG (Full Fleet)	20.2	19.4	12.9	12.9	12.7	12.8	12.7	12.7
5c	GHG emissions (Passenger vehicles, excludes external trips, does not include off model adjustments) for SB 375 VMT (in lbs)	12,952,601	13,813,773	14,392,317	14,318,733	15,500,432	15,456,673	15,331,830	15,391,854
5d	Per capita GHG (Auto and light duty truck only- SB375)	17.0	17.8	17.1	17.0	17.8	17.8	17.6	17.7
5e	Smog forming pollutants (TOG) (pounds/daily)	8,734	5,391	2,264	2,254	2,007	2,004	1,991	1,998
5f	Smog-forming pollutants (TOG) (pounds/day) per capita	0.011	0.007	0.003	0.003	0.002	0.002	0.002	0.002
6	Total bike, walk and transit trips (without/ Post Processing)	346,586	345,346	369,905	374,068	378,437	381,872	385,032	382,059
6a	Percent of trips by walk mode	11.6%	11.4%	11.3%	11.4%	11.2%	11.3%	11.4%	11.3%
6b	Percent of trips by bike mode	2.2%	2.2%	2.2%	2.2%	2.1%	2.2%	2.2%	2.2%
7	Congested vehicle miles travelled peak periods (LOS E & F)**	552,221	707,987	788,091	729,353	875,310	817,574	893,549	797,962
8	Transit Ridership	34,225	34,864	37,317	37,439	37,803	37,829	38,182	37,939
8a	Monterey-Salinas Transit	14,457	14,742	15,699	15,811	16,039	16,187	16,599	16,133
8b	San Benito County Express	583	624	828	822	888	880	866	883
8c	Santa Cruz Metro	19,184	19,498	20,790	20,806	20,876	20,762	20,716	20,923
9	Percent of population within 1/2 mile of a high quality transit (Regional)	15.3%	15.4%	14.9%	25.9%	14.7%	35.5%	35.3%	30.0%
9a	Monterey County	27.0%	27.0%	26.4%	35.4%	25.9%	44.3%	43.8%	42.1%
9b	San Benito County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
9c	Santa Cruz County	0.0%	0.0%	0.0%	17.3%	0.0%	31.0%	31.0%	18.4%
10	VMT Total	16,007,118	17,331,954	18,294,987	18,278,130	20,041,051	20,126,625	19,904,230	20,032,142
11	VMT Total per capita	21.0	22.4	21.7	21.7	23.0	23.1	22.9	23.0
12	VMT light trucks and cars only	14,451,014	15,612,061	16,538,080	16,509,681	18,006,732	18,059,617	17,837,538	17,956,476

Appendix D

Special Status Species

Special-Status Species Known to Occur or with Potential to Occur within Monterey, San Benito, and Santa Cruz Counties

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
Plants		
<i>Abies bracteata</i> bristlecone fir	None/None G2G3 / S2S3 1B.3	Lower montane coniferous forest, broadleaved upland forest, chaparral, riparian woodland. Rocky sites in Monterey and San Luis Obispo counties. Sometimes serpentine. 150-1465 m.
<i>Acanthomintha lanceolata</i> Santa Clara thorn-mint	None/None G4 / S4 4.2	Chaparral, cismontane woodland, coastal scrub. Shale scree and serpentine. 80-1200 m.
<i>Acanthomintha obovata</i> ssp. <i>cordata</i> heart-leaved thorn-mint	None/None G4T3 / S3 4.2	Cismontane woodland, chaparral, valley and foothill grassland, pinyon-juniper woodland. Heavy adobe-clay soil (probably a Vertisol). Grassy openings in woodland & chaparral. 785-1540 m.
<i>Acanthomintha obovata</i> ssp. <i>obovata</i> San Benito thorn-mint	None/None G4T3T4 / S3S4 4.2	Chaparral, cismontane woodland, valley and foothill grassland. Heavy clay, sometimes alkaline soil, or sometimes serpentine, in grassy openings in blue oak woodland or chaparral. 395-1500 m.
<i>Agrostis blasdalei</i> Blasdale's bent grass	None/None G2 / S2 1B.2	Coastal dunes, coastal bluff scrub, coastal prairie. Sandy or gravelly soil close to rocks; often in nutrient-poor soil with sparse vegetation. 5-365 m.
<i>Agrostis lacuna-vernalis</i> vernal pool bent grass	None/None G1 / S1 1B.1	Vernal pools. In mima mound areas or on the margins of vernal pools. 125-150 m.
<i>Allium hickmanii</i> Hickman's onion	None/None G2 / S2 1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie, cismontane woodland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m.
<i>Allium howellii</i> var. <i>howellii</i> Howell's onion	None/None G3G4T3 / S3 4.3	Valley and foothill grassland. Clay or serpentinite. 50-2200 m.
<i>Allium howellii</i> var. <i>sanbenitense</i> San Benito onion	None/None G3G4T2 / S2 1B.3	Chaparral, valley and foothill grassland. Openings. Clay, often steep slopes. 390-1365 m.
<i>Amsinckia douglasiana</i> Douglas' fiddleneck	None/None G3 / S3 4.2	Valley and foothill grassland, oak woodland. Monterey shale; dry habitats. 0-1950 m.
<i>Amsinckia furcata</i> forked fiddleneck	None/None G4 / S4 4.2	Cismontane woodland, valley and foothill grassland. Often on shale outcrops in disturbed, rather open sites. Often in gypsum-affected soils. 50-1000 m.
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	None/None G2G3 / S2S3 1B.2	Cismontane woodland, valley and foothill grassland, coastal bluff scrub. 3-795 m.

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Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
<i>Androsace elongata</i> ssp. <i>acuta</i> California androsace	None/None G5?T3T4 / S3S4 4.2	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland, meadows and seeps, pinyon and juniper woodland. Highly localized and often overlooked little plant. 150-1200 m.
<i>Anomobryum julaceum</i> slender silver moss	None/None G5? / S2 4.2	Broadleafed upland forest, lower montane coniferous forest, north coast coniferous forest. Moss which grows on damp rocks and soil; acidic substrates. Usually seen on roadcuts. 100-1000 m.
<i>Antirrhinum ovatum</i> oval-leaved snapdragon	None/None G3 / S3 4.2	Chaparral, cismontane woodland, pinyon-juniper woodland, valley and foothill grassland. From open hillsides to small vernal pools in clay or gypsum soils w/in grassland or woodland. Sites often alkaline. 200-1000 m.
<i>Arabis blepharophylla</i> coast rockcress	None/None G4 / S4 4.3	Broadleafed upland forest, coastal prairie, coastal scrub, coastal bluff scrub. Rocky sites. 3-1100 m.
<i>Arctostaphylos andersonii</i> Anderson's manzanita	None/None G2 / S2 1B.2	Broadleafed upland forest, chaparral, north coast coniferous forest. Open sites, redwood forest. 60-760 m.
<i>Arctostaphylos cruzensis</i> Arroyo de la Cruz manzanita	None/None G1G2 / S1S2 1B.2	Broadleafed upland forest, coastal bluff scrub, closed-cone coniferous forest, chaparral, coastal scrub, & valley and foothill grassland. On sandy soils in several different habitat types from chaparral to coastal scrub to woodland. 5-150 m.
<i>Arctostaphylos edmundsii</i> Little Sur manzanita	None/None G2 / S2 1B.2	Coastal bluff scrub, chaparral. Forming mounds on sandy terraces on ocean bluffs. 30-95 m.
<i>Arctostaphylos gabilanensis</i> Gabilan Mountains manzanita	None/None G1 / S1 1B.2	Chaparral, cismontane woodland. Granitic substrates. 425-670 m.
<i>Arctostaphylos glutinosa</i> Schreiber's manzanita	None/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral. Mudstone or diatomaceous shale outcrops; often with <i>Pinus attenuata</i> . 170-685 m.
<i>Arctostaphylos hookeri</i> ssp. <i>hookeri</i> Hooker's manzanita	None/None G3T2 / S2 1B.2	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m.
<i>Arctostaphylos hooveri</i> Hoover's manzanita	None/None G3 / S3 4.3	Chaparral, broadleafed upland forest, cismontane woodland, lower montane coniferous forest. Rocky sites. 480-1010 m.
<i>Arctostaphylos montereyensis</i> Toro manzanita	None/None G2G3 / S2S3 1B.2	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 75-735 m.
<i>Arctostaphylos obispoensis</i> Bishop manzanita	None/None G4 / S4 4.3	Closed-cone coniferous forest, cismontane woodland, chaparral Rocky, serpentine sites. 150-1005 m.
<i>Arctostaphylos ohloneana</i> Ohlone manzanita	None/None G1 / S1 1B.1	Coastal scrub, closed cone coniferous forests. Monterey shale. 455-520 m.
<i>Arctostaphylos pajaroensis</i> Pajaro manzanita	None/None G1 / S1 1B.1	Chaparral. Sandy soils. 30-155 m.

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
<i>Arctostaphylos pumila</i> sandmat manzanita	None/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub. On sandy soil with other chaparral associates. 3-210 m.
<i>Arctostaphylos regismontana</i> Kings Mountain manzanita	None/None G2 / S2 1B.2	Broadleaved upland forest, chaparral, north coast coniferous forest. Granitic or sandstone outcrops. 240-705 m.
<i>Arctostaphylos silvicola</i> Bonny Doon manzanita	None/None G1 / S1 1B.2	Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Only known from Zayante (inland marine) sands in Santa Cruz County. 150-520 m.
<i>Arenaria paludicola</i> marsh sandwort	Endangered/Endangered G1 / S1 1B.1	Marshes and swamps. Growing up through dense mats of <i>Typha</i> , <i>Juncus</i> , <i>Scirpus</i> , etc. in freshwater marsh. Sandy soil. 3-170 m.
<i>Aristocapsa insignis</i> Indian Valley spineflower	None/None G2? / S2? 1B.2	Cismontane woodland. Sandy substrates. 180-1060 m.
<i>Aspidotis carlotta-halliae</i> Carlotta Hall's lace fern	None/None G3 / S3 4.2	Chaparral, cismontane woodland. Generally serpentine slopes, crevices, or outcrops. 100-1400 m.
<i>Astragalus macrodon</i> Salinas milk-vetch	None/None G4 / S4 4.3	Chaparral, cismontane woodland, valley and foothill grassland. Open hillsides, sometimes follows burns, on bare ridges & along draws; shale, sandstone, & serpentine. 250-950 m.
<i>Astragalus nuttallii</i> var. <i>nuttallii</i> ocean bluff milk-vetch	None/None G4T4 / S4 4.2	Coastal bluff scrub, coastal dunes. 3-120 m.
<i>Astragalus rattanii</i> var. <i>jepsonianus</i> Jepson's milk-vetch	None/None G4T3 / S3 1B.2	Cismontane woodland, valley and foothill grassland, chaparral. Commonly on serpentine in grassland or openings in chaparral. 175-1005 m.
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	None/None G2T2 / S2 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-168 m.
<i>Astragalus tener</i> var. <i>titi</i> coastal dunes milk-vetch	Endangered/Endangered G2T1 / S1 1B.1	Coastal bluff scrub, coastal dunes, coastal prairie. Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 1-45 m.
<i>Atriplex coronata</i> var. <i>coronata</i> crownscale	None/None G4T3 / S3 4.2	Chenopod scrub, valley and foothill grassland, vernal pools. Fine, alkaline soils, and clay soils. 1-590 m.
<i>Atriplex coronata</i> var. <i>vallicola</i> Lost Hills crownscale	None/None G4T3/S3 1B.2	Chenopod scrub, valley and foothill grassland, vernal pools. In powdery, alkaline soils that are vernal moist with <i>Frankenia</i> , <i>Atriplex</i> spp. and <i>Distichlis</i> . 45-885 m.
<i>Azolla microphylla</i> Mexican mosquito fern	None/None G5/S4 4.2	Marshes and swamps. Ponds and still water. 30-100 m.
<i>Baccharis plummerae</i> ssp. <i>glabrata</i> San Simeon baccharis	None/None G3T1 / S1 1B.2	Coastal scrub. In open shrub-grassland associations. 25-485 m.
<i>Benitoa occidentalis</i> western lessingia	None/None G4 / S4 4.3	Cismontane woodland, chaparral, coastal scrub, valley and foothill grassland. On serpentine or clay. 450-1070 m.

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Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
<i>Bryoria spiralifera</i> twisted horsehair lichen	None/None G3 / S1S2 1B.1	North coast coniferous forest. Usually on conifers. 0-30 m.
<i>Calandrinia breweri</i> Brewer's calandrinia	None/None G4 / S4 4.2	Chaparral, coastal scrub. Sandy or loamy soils. Disturbed sites, burns. 10-1200 m.
<i>Calochortus clavatus</i> var. <i>clavatus</i> club-haired mariposa-lily	None/None G4T3 / S3 4.3	Chaparral, cismontane woodland, valley and foothill grassland, coastal scrub. Generally, on serpentine clay, rocky soils. 75-1300 m.
<i>Calochortus fimbriatus</i> late-flowered mariposa-lily	None/None G3 / S3 1B.3	Chaparral, cismontane woodland, riparian woodland. Dry, open coastal woodland, chaparral; on serpentine. 270-1435 m.
<i>Calochortus uniflorus</i> pink star-tulip	None/None G4 / S4 4.2	Coastal scrub, coastal prairie, north coast coniferous forest, meadows and seeps. Seasonally moist meadows, sometimes within coastal scrub, or forested habitats. Usually at low elevations on the coast. 10-1070 m.
<i>Calycadenia micrantha</i> small-flowered calycadenia	None/None G2 / S2 1B.2	Chaparral, valley and foothill grassland, meadows and seeps. Rocky talus or scree; sparsely vegetated areas. occasionally on roadsides; sometimes on serpentine. 435-1405 m.
<i>Calycadenia villosa</i> dwarf calycadenia	None/None G3 / S3 1B.1	Chaparral, cismontane woodland, valley and foothill grassland, meadows and seeps. Open, dry meadows, hillsides, gravelly outwashes. 240-1350 m.
<i>Calyptridium parryi</i> var. <i>hesseae</i> Santa Cruz Mountains pussypaws	None/None G3G4T2 / S2 1B.1	Chaparral, cismontane woodland. Sandy or gravelly openings. 300-1535 m.
<i>Calystegia collina</i> ssp. <i>oxyphylla</i> Mt. Saint Helena morning-glory	None/None G4T3 / S3 4.2	Chaparral, lower montane coniferous forest, valley and foothill grassland. On serpentine barrens, slopes, and hillsides. 280-1010 m.
<i>Calystegia collina</i> ssp. <i>venusta</i> South Coast Range morning-glory	None/None G4T4 / S4 4.3	Chaparral, cismontane woodland, valley and foothill grassland. Most common on serpentine, but also on sedimentary substrate. In open, rocky areas. 425-1490 m.
<i>Camissonia benitensis</i> San Benito evening-primrose	Threatened/None G2 / S2 1B.1	Chaparral, cismontane woodland, valley and foothill grassland. On gravelly serpentine alluvial terraces. 485-1435 m.
<i>Camissoniopsis hardhamiae</i> Hardham's evening-primrose	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Sandy, decomposed carbonate. 140-945 m.
<i>Campanula californica</i> swamp harebell	None/None G3 / S3 1B.2	Bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, freshwater marsh, north coast coniferous forest. Bogs and marshes in a variety of habitats; uncommon where it occurs. 1-405 m.
<i>Campanula exigua</i> chaparral harebell	None/None G2 / S2 1B.2	Chaparral. Rocky sites, usually on serpentine in chaparral. 90-1375 m.

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<i>Carex comosa</i> bristly sedge	None/None G5 / S2 2B.1	Marshes and swamps, coastal prairie, valley and foothill grassland. Lake margins, wet places; site below sea level is on a Delta island. -5-1620 m.
<i>Carex obispoensis</i> San Luis Obispo sedge	None/None G3? / S3? 1B.2	Closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Usually in transition zone on sand, clay, serpentine, or gabbro. In seeps. 5-845 m.
<i>Carex saliniformis</i> deceiving sedge	None/None G2 / S2 1B.2	Coastal prairie, coastal scrub, meadows and seeps, marshes and swamps (coastal salt). Mesic sites. 3-230 m.
<i>Carlquistia muirii</i> Muir's tarplant	None/None G2 / S2 1B.3	Chaparral, lower montane coniferous forest, upper montane coniferous forest. Crevices of granite ledges and dry sandy soils. 1185-2500 m.
<i>Castilleja ambigua</i> var. <i>ambigua</i> johnny-nip	None/None G4T5 / S4 4.2	Coastal bluff scrub, coastal scrub, coastal prairie, marshes and swamps, valley and foothill grassland, vernal pool margins. 0-435 m.
<i>Castilleja ambigua</i> var. <i>insalutata</i> pink Johnny-nip	None/None G4T2 / S2 1B.1	Coastal bluff scrub, coastal prairie. 0-100 m.
<i>Castilleja latifolia</i> Monterey Coast paintbrush	None/None G4 / S4 4.3	Coastal dunes, coastal scrub, closed-cone coniferous forest, cismontane woodland (openings). Sand dunes, coastal strand and sandy bluffs. 0-185 m.
<i>Caulanthus lemmonii</i> Lemmon's jewelflower	None/None G3 / S3 1B.2	Pinyon and juniper woodland, valley and foothill grassland. 75-1585 m.
<i>Ceanothus rigidus</i> Monterey ceanothus	None/None G4 / S4 4.2	Closed-cone coniferous forest, coastal scrub, chaparral. Sandy hills, flats. 3-550 m.
<i>Centromadia parryi</i> ssp. <i>congdonii</i> Congdon's tarplant	None/None G3T2 / S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-230 m.
<i>Chlorogalum purpureum</i> var. <i>purpureum</i> Santa Lucia purple amole	Threatened/None G2T2 / S2 1B.1	Chaparral, cismontane woodland, valley and foothill grassland. Often in grassy areas with blue oaks in foothill woodland. Gravelly clay soils. 240-390 m.
<i>Chorizanthe biloba</i> var. <i>immemora</i> Hernandez spineflower	None/None G3T1 / S1 1B.2	Chaparral, cismontane woodland. Usually serpentinite, sometimes clay. 425-1115 m.
<i>Chorizanthe breweri</i> Brewer's spineflower	None/None G3 / S3 1B.3	Chaparral, cismontane woodland, coastal scrub, closed-cone coniferous forest. Rocky or gravelly serpentine sites; usually in barren areas. 45-765 m.
<i>Chorizanthe douglasii</i> Douglas' spineflower	None/None G4 / S4 4.3	Cismontane woodland, lower montane coniferous forest, chaparral, coastal scrub. 55-1600 m.
<i>Chorizanthe minutiflora</i> Fort Ord spineflower	None/None G1 / S1 1B.2	Coastal scrub, chaparral (maritime). Sandy, openings. 55-150 m.
<i>Chorizanthe palmeri</i> Palmer's spineflower	None/None G4? / S4 4.2	Chaparral, cismontane woodland, valley and foothill grassland. Dry, rocky places and hillsides; sometimes on serpentine. 60-945 m.
<i>Chorizanthe pungens</i> var. <i>hartwegiana</i> Ben Lomond spineflower	Endangered/None G2T1 / S1 1B.1	Lower montane coniferous forest. Zayante coarse sands in maritime ponderosa pine sandhills. 105-475 m.

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<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	Threatened/None G2T2 / S2 1B.2	Coastal dunes, chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Sandy soils in coastal dunes or more inland within chaparral or other habitats. 0-170 m.
<i>Chorizanthe rectispina</i> straight-awned spineflower	None/None G2 / S2 1B.3	Chaparral, cismontane woodland, coastal scrub. Often on granite in chaparral. 45-1040 m.
<i>Chorizanthe robusta</i> var. <i>hartwegii</i> Scotts Valley spineflower	Endangered/None G2T1 / S1 1B.1	Meadows, valley and foothill grassland. In grasslands with mudstone and sandstone outcrops. 105-245 m.
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	Endangered/None G2T1 / S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 9-245 m.
<i>Chorizanthe ventricosa</i> potbellied spineflower	None/None G4 / S4 4.3	Valley and foothill grassland, cismontane woodland. Serpentine. 65-1235 m.
<i>Cirsium occidentale</i> var. <i>compactum</i> compact cobwebby thistle	None/None G3G4T2 / S2 1B.2	Chaparral, coastal dunes, coastal prairie, coastal scrub. On dunes and on clay in chaparral; also in grassland. 5-245 m.
<i>Clarkia breweri</i> Brewer's clarkia	None/None G4 / S4 4.2	Chaparral, cismontane woodland, coastal scrub. Often found on serpentine. 215-1115 m.
<i>Clarkia concinna</i> ssp. <i>automixa</i> Santa Clara red ribbons	None/None G5?T3 / S3 4.3	Cismontane woodland, chaparral. On slopes and near drainages. 90-1500 m.
<i>Clarkia jolonensis</i> Jolon clarkia	None/None G2 / S2 1B.2	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m.
<i>Clarkia lewisii</i> Lewis' clarkia	None/None G4 / S4 4.3	Coastal scrub, chaparral, cismontane woodland, broadleaved upland forest, closed-cone coniferous forest. 30-610 m.
<i>Clinopodium mimuloides</i> monkey-flower savory	None/None G3 / S3 4.2	North coast coniferous forest, chaparral Streambanks, mesic sites. 305-1800 m.
<i>Collinsia antonina</i> San Antonio collinsia	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Shale substrates. 280-365 m.
<i>Collinsia multicolor</i> San Francisco collinsia	None/None G2 / S2 1B.2	Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus; sometimes on serpentine. 30-275 m.
<i>Convolvulus simulans</i> small-flowered morning-glory	None/None G4 / S4 4.2	Chaparral, coastal scrub, valley and foothill grassland. Wet clay, serpentine ridges. 30-700 m.
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i> seaside bird's-beak	None/Endangered G5T2 / S2 1B.1	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, coastal dunes. Sandy, often disturbed sites, usually within chaparral or coastal scrub. 30-520 m.

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<i>Corethrogyne leucophylla</i> branching beach aster	None/None G3Q / S3 3.2	Closed-cone coniferous forest, coastal dunes. 3-60 m.
<i>Cryptantha rattanii</i> Rattan's cryptantha	None/None G4 / S4 4.3	Cismontane woodland, valley and foothill grassland, riparian woodland. On steep, south-facing shale talus slopes and canyon bottoms and decomposing talus outcroppings. 245-915 m.
<i>Cypripedium fasciculatum</i> clustered lady's-slipper	None/None G4 / S4 4.2	North Coast coniferous forest, lower montane coniferous forest. In serpentine seeps and moist streambanks. 100-2435 m.
<i>Cypripedium montanum</i> mountain lady's-slipper	None/None G4 / S4 4.2	Lower montane coniferous forest, broadleaved upland forest, cismontane woodland, north coast coniferous forest. On dry, undisturbed slopes. 185-2225 m.
<i>Dacryophyllum falcifolium</i> tear drop moss	None/None G2 / S2 1B.3	North Coast coniferous forest. Limestone substrates and rock outcrops. 50-275 m.
<i>Deinandra halliana</i> Hall's tarplant	None/None G1 / S1 1B.1	Cismontane woodland, chenopod scrub, valley and foothill grassland. Reported from a variety of substrates including clay, sand, and alkaline soils. 155-910 m.
<i>Delphinium californicum</i> ssp. <i>interius</i> Hospital Canyon larkspur	None/None G3T3 / S3 1B.2	Cismontane woodland, chaparral, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. 195-1095 m.
<i>Delphinium gypsophilum</i> ssp. <i>parviflorum</i> small-flowered gypsum-loving larkspur	None/None G4T2T3Q / S2S3 3.2	Cismontane woodland, valley and foothill grassland. On clayey soil. 200-350m.
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	None/None G2 / S2 1B.2	Broadleaved upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. 15-535 m.
<i>Delphinium recurvatum</i> recurved larkspur	None/None G2? / S2? 1B.2	Chenopod scrub, valley and foothill grassland, cismontane woodland. On alkaline soils; often in valley saltbush or valley chenopod scrub. 3-790 m.
<i>Delphinium umbraculorum</i> umbrella larkspur	None/None G3 / S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m.
<i>Elymus californicus</i> California bottle-brush grass	None/None G4 / S4 4.3	North Coast coniferous forest, cismontane woodland, broadleaved upland forest, riparian woodland. In sandy humus soils. 15-470 m.
<i>Eriastrum luteum</i> yellow-flowered eriastrum	None/None G2 / S2 1B.2	Broadleaved upland forest, cismontane woodland, chaparral. On bare sandy decomposed granite slopes. 240-580 m.
<i>Eriastrum sparsiflorum</i> few-flowered eriastrum	None/None G5/S4 4.3	Great Basin scrub, Mojave Desert scrub, cismontane woodland, pinyon and juniper woodland, Joshua tree woodland, chaparral. Granitic soils; mostly in openings. 1075-1710 m.
<i>Eriastrum virgatum</i> virgate eriastrum	None/None G4 / S4 4.3	Coastal dunes, chaparral, coastal bluff scrub, coastal scrub. Sandy sites. 45-700 m.
<i>Ericameria fasciculata</i> Eastwood's goldenbush	None/None G2 / S2 1B.1	Closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. In sandy openings. 30-215 m.

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<i>Eriogonum argillosum</i> clay buckwheat	None/None G3 / S3 4.3	Cismontane woodland. Serpentine or clay soil. 150-800 m.
<i>Eriogonum butterworthianum</i> Butterworth's buckwheat	None/Rare G2 / S2 1B.3	Chaparral, valley and foothill grassland. Dry sandstone outcrops and crevices. 335-715 m.
<i>Eriogonum eastwoodianum</i> Eastwood's buckwheat	None/None G2 / S2 1B.3	Cismontane woodland, valley and foothill grassland. Shale, including diatomaceous shale. 530-1045 m.
<i>Eriogonum elegans</i> elegant wild buckwheat	None/None G3G4 / S3S4 4.3	Cismontane woodland, valley and foothill grassland. Usually in sandy or gravelly substrates; often in washes, sometimes roadsides. 200-1525 m.
<i>Eriogonum heermannii</i> var. <i>occidentale</i> western Heermann's buckwheat	None/None G5T2 / S2 1B.2	Cismontane woodland. Openings. Often on serpentine alluvium or on roadsides; rarely on clay or shale slopes. 410-805 m.
<i>Eriogonum nortonii</i> Pinnacles buckwheat	None/None G2 / S2 1B.3	Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. 90-975 m.
<i>Eriogonum nudum</i> var. <i>decurrens</i> Ben Lomond buckwheat	None/None G5T1 / S1 1B.1	Chaparral, cismontane woodland, lower montane coniferous forest. Ponderosa pine sandhills in Santa Cruz County. 90-235 m.
<i>Eriogonum nudum</i> var. <i>indictum</i> protruding buckwheat	None/None G5T4 / S4 4.2	Chaparral, chenopod scrub, cismontane woodland. Barren slopes; clay, serpentine. 150-1465 m.
<i>Eriogonum temblorense</i> Temblor buckwheat	None/None G2 / S2 1B.2	Valley and foothill grassland. Barren clay or sandstone substrates. 230-840 m.
<i>Eriogonum umbellatum</i> var. <i>bahiiforme</i> bay buckwheat	None/None G5T3 / S3 4.2	Cismontane woodland, lower montane coniferous forest. Rocky sites; often serpentine. 700-2200 m.
<i>Eriogonum vestitum</i> Idria buckwheat	None/None G3Q / S3 4.3	Valley and foothill grassland. Semi-siliceous diatomaceous shale; barren, clay places. 235-900 m.
<i>Eriophorum gracile</i> slender cottongrass	None/None G5/S4 4.3	Bogs and fens, meadows and seeps, upper montane coniferous forest. Acidic soils. 1280-2900 m.
<i>Eriophyllum jepsonii</i> Jepson's woolly sunflower	None/None G3 / S3 4.3	Coastal scrub, chaparral, cismontane woodland. Sometimes on serpentine. 200-1025 m.
<i>Eryngium aristulatum</i> var. <i>hooveri</i> Hoover's button-celery	None/None G5T1 / S1 1B.1	Vernal pools. Alkaline depressions, vernal pools, roadside ditches and other wet places near the coast. 1-50 m.
<i>Erysimum amophilum</i> sand-loving wallflower	None/None G2 / S2 1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 5-130 m.
<i>Erysimum franciscanum</i> San Francisco wallflower	None/None G3 / S3 4.2	Coastal dunes, coastal scrub, chaparral, valley and foothill grassland. Often occurs on serpentine soils or outcrops; sometimes granite. Occasionally on grassy, rocky slopes. 0-550 m.
<i>Erysimum menziesii</i> Menzies' wallflower	Endangered/Endangered G1 / S1 1B.1	Coastal dunes. Localized on dunes and coastal strand. 1-25 m.

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<i>Erysimum teretifolium</i> Santa Cruz wallflower	Endangered/Endangered G1 / S1 1B.1	Lower montane coniferous forest, chaparral. Inland marine sands (Zayante coarse sand). 180-515 m.
<i>Erythranthe hardhamiae</i> Santa Lucia monkeyflower	None/None G1 / S1 1B.1	Chaparral. Sandy soils in openings, sand-filled crevices of sandstone outcrops, sometimes serpentinite. 300-705 m.
<i>Eschscholzia hypocoides</i> San Benito poppy	None/None G4 / S4 4.3	Valley and foothill grassland, chaparral, cismontane woodland. Serpentine clay. 200-1500 m.
<i>Extriplex joaquinana</i> San Joaquin spearscale	None/None G2 / S2 1B.2	Chenopod scrub, alkali meadow, playas, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with <i>Distichlis spicata</i> , <i>Frankenia</i> , etc. 0-840 m.
<i>Fissidens pauperculus</i> minute pocket moss	None/None G3? / S2 1B.2	North coast coniferous forest. Moss growing on damp soil along the coast. In dry streambeds and on stream banks. 10-1024 m.
<i>Fritillaria agrestis</i> stinkbells	None/None G3 / S3 4.2	Cismontane woodland, chaparral, valley and foothill grassland. Sometimes on serpentine; mostly found in nonnative grassland or in grassy openings in clay soil. 10-1555 m.
<i>Fritillaria falcata</i> talus fritillary	None/None G2 / S2 1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. On shale, granite, or serpentine talus. 425-1435 m.
<i>Fritillaria liliacea</i> fragrant fritillary	None/None G2 / S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland. 3-400 m.
<i>Fritillaria ojaiensis</i> Ojai fritillary	None/None G2? / S2? 1B.2	Broadleafed upland forest (mesic), chaparral, lower montane coniferous forest, cismontane woodland. Usually loamy soil. Sometimes on serpentine; sometimes along roadsides. 225-1000 m.
<i>Fritillaria viridea</i> San Benito fritillary	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Serpentine slopes. Sometimes on rocky streambanks. 365-1360 m.
<i>Galium andrewsii</i> ssp. <i>gatense</i> phlox-leaf serpentine bedstraw	None/None G5T3 / S3 4.2	Chaparral, cismontane woodland, lower montane coniferous forest. Dry, rocky places in serpentine soil. 150-1450 m.
<i>Galium californicum</i> ssp. <i>luciense</i> Cone Peak bedstraw	None/None G5T3 / S3 1B.3	Broadleafed upland forest, lower montane coniferous forest, cismontane woodland, chaparral. In forest duff or gravelly talus of pine and oak forest, in partial shade. 400-1525 m.
<i>Galium clementis</i> Santa Lucia bedstraw	None/None G3 / S3 1B.3	Lower montane coniferous forest, upper montane coniferous forest. Forming soft mats in shady rocky patches; on granite or serpentine; mostly on exposed peaks. 990-1645 m.
<i>Galium cliftonsmithii</i> Santa Barbara bedstraw	None/None G4 / S4 4.3	Cismontane woodland. 200-1220 m.
<i>Galium hardhamiae</i> Hardham's bedstraw	None/None G3 / S3 1B.3	Closed-cone coniferous forest, chaparral. On serpentine with <i>Cupressus sargentii</i> . 300-930 m.
<i>Gilia tenuiflora</i> ssp. <i>amplifaucalis</i> trumpet-throated gilia	None/None G3G4T3 / S3 4.3	Cismontane woodland, valley and foothill grassland. Sandy soils. 390-900 m.
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Monterey gilia	Endangered/Threatened G3G4T2 / S2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-

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	1B.2	sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m.
<i>Githopsis tenella</i> delicate bluecup	None/None G2 / S2 1B.3	Chaparral, cismontane woodland. Mesic sites. Sometimes on serpentine. 455-1830 m.
<i>Grimmia torenii</i> Toren's grimmia	None/None G2 / S2 1B.3	Cismontane woodland, lower montane coniferous forest, chaparral. Openings, rocky, boulder and rock walls, carbonate, volcanic. 325-1160 m.
<i>Grimmia vaginulata</i> vaginulate grimmia	None/None G2G3 / S1 1B.1	Chaparral. Openings; rocky, boulder and rock walls, carbonate. 685-1135 m.
<i>Hesperervax caulescens</i> hogwallow starfish	None/None G3 / S3 4.2	Valley and foothill grassland, vernal pools. Clay soils; mesic sites. 0-505 m.
<i>Hesperervax sparsiflora</i> var. <i>brevifolia</i> short-leaved evax	None/None G4T3 / S2 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie. Sandy bluffs and flats. 0-215 m.
<i>Hesperocyparis abramsiana</i> var. <i>abramsiana</i> Santa Cruz cypress	Threatened/Endangered G1T1 / S1 1B.2	Chaparral, closed-cone coniferous forest, lower montane coniferous forest. Restricted to the Santa Cruz Mountains, on sandstone & granitic-derived soils; often w/ <i>Pinus attenuata</i> , redwoods. 300-1085 m.
<i>Hesperocyparis goveniana</i> Gowen cypress	Threatened/None G1 / S1 1B.2	Closed-cone coniferous forest, chaparral. Coastal terraces; usually in sandy soils; sometimes with Monterey pine, bishop pine. 100-125 m.
<i>Hesperocyparis macrocarpa</i> Monterey cypress	None/None G1 / S1 1B.2	Closed-cone coniferous forest. Granitic soils. 10-20 m.
<i>Holocarpha macradenia</i> Santa Cruz tarplant	Threatened/Endangered G1 / S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-220 m.
<i>Hordeum intercedens</i> vernal barley	None/None G3G4 / S3S4 3.2	Valley and foothill grassland, vernal pools, coastal dunes, coastal scrub. Vernal pools, dry, saline streambeds, alkaline flats. 5-1000 m.
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	None/None G4T1? / S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m.
<i>Horkelia marinensis</i> Point Reyes horkelia	None/None G2 / S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m.
<i>Horkelia yadonii</i> Santa Lucia horkelia	None/None G3 / S3 4.2	Meadows, chaparral, cismontane woodland, broadleafed upland forest, riparian woodland. Sandy meadow edges, seasonal streambeds. Granitic soils. 300-1900 m.
<i>Hosackia gracilis</i> harlequin lotus	None/None G4 / S3 4.2	Broadleafed upland forest, coast bluff scrub, coast prairie, cismontane woodland, coastal scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps, north coast coniferous forest, valley and foothill grassland. Wetlands and roadsides. 0-700 m.

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<i>Iris longipetala</i> coast iris	None/None G3 / S3 4.2	Coastal prairie, lower montane coniferous forest, meadows and seeps. Mesic sites, heavy soils. 0-600 m.
<i>Isocoma menziesii</i> var. <i>diabolica</i> Satan's goldenbush	None/None G3G5T3 / S3 4.2	Cismontane woodland. 15-400 m.
<i>Jepsonia malvifolia</i> island jepsonia	None/None G4/S4 4.2	Chaparral, coastal scrub. On ridgetops and among rocks on north-facing slopes. 15-1000 m.
<i>Juglans californica</i> southern California black walnut	None/None G4/S4 4.2	Chaparral, coastal scrub, cismontane woodland, riparian woodland. Slopes, canyons, alluvial habitats. 50-900 m.
<i>Juncus luciensis</i> Santa Lucia dwarf rush	None/None G3 / S3 1B.2	Vernal pools, meadows and seeps, lower montane coniferous forest, chaparral, Great Basin scrub. Vernal pools, ephemeral drainages, wet meadow habitats and streamsides. 300-2040 m.
<i>Lagophylla diabolensis</i> Diablo Range hare-leaf	None/None G2 / S2 1B.2	Cismontane woodland, valley and foothill grassland. Clay. 365-1070 m.
<i>Lasthenia californica</i> ssp. <i>macrantha</i> perennial goldfields	None/None G3T2 / S2 1B.2	Coastal bluff scrub, coastal dunes, coastal scrub. 5-185 m.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Endangered/None G1 / S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m.
<i>Lasthenia ferrisiae</i> Ferris' goldfields	None/None G3 / S3 4.2	Vernal pools. Alkaline, clay soils. 20-700 m.
<i>Lasthenia leptalea</i> Salinas Valley goldfields	None/None G3 / S3 4.3	Cismontane woodland, valley and foothill grassland. 60-1065 m.
<i>Layia carnosa</i> beach layia	Endangered/Endangered G2 / S2 1B.1	Coastal dunes, coastal scrub. On sparsely vegetated, semi-stabilized dunes, usually behind foredunes. 0-30 m.
<i>Layia discoidea</i> rayless layia	None/None G2 / S2 1B.1	Chaparral, cismontane woodland, lower montane coniferous forest. On serpentine alluvium and serpentine talus. 790-1585 m.
<i>Layia heterotricha</i> pale-yellow layia	None/None G2 / S2 1B.1	Cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Alkaline or clay soils; open areas. 90-1800 m.
<i>Layia munzii</i> Munz's tidy-tips	None/None G2 / S2 1B.2	Chenopod scrub, valley and foothill grassland. Hillsides, in white-grey alkaline clay soils, w/grasses and chenopod scrub associates. 45-765 m.
<i>Legenere limosa</i> legenere	None/None G2 / S2 1B.1	Vernal pools. In beds of vernal pools. 1-880 m.
<i>Lepidium jaredii</i> ssp. <i>album</i> Panoche pepper-grass	None/None G2T2T3 / S2S3 1B.2	Valley and foothill grassland. White or grey clay lenses on steep slopes; incidental in alluvial fans and washes. Clay and gypsum-rich soils. 65-915 m.

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<i>Leptosiphon acicularis</i> bristly leptosiphon	None/None G4?/S4? 4.2	Chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. Grassy areas, woodland, chaparral. 55-1500 m.
<i>Leptosiphon ambiguus</i> serpentine leptosiphon	None/None G4 / S4 4.2	Cismontane woodland, coastal scrub, valley and foothill grassland (margin with chaparral). Grassy areas on serpentine soil. 120-1130 m.
<i>Leptosiphon grandiflorus</i> large-flowered leptosiphon	None/None G3 / S3 4.2	Coastal bluff scrub, closed-cone coniferous forest, cismontane woodland, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland. Open, grassy flats, generally sandy soil. 5-1200 m.
<i>Leptosiphon latisectus</i> broad-lobed leptosiphon	None/None G4/S4 4.3	Broadleaved upland forest, cismontane woodland. 170-1500 m.
<i>Lessingia hololeuca</i> woolly-headed lessingia	None/None G3? / S3? 3	Coastal scrub, lower montane coniferous forest, valley and foothill grassland, broadleaved upland forest. Clay, serpentine; roadsides, fields. 15-305 m.
<i>Lessingia tenuis</i> spring lessingia	None/None G4 / S4 4.3	Chaparral, cismontane woodland, lower montane coniferous forest. Openings. 300-2150 m.
<i>Lomatium parvifolium</i> small-leaved lomatium	None/None G4 / S4 4.2	Closed-cone coniferous forest, chaparral, coastal scrub, riparian woodland. On serpentine. 20-700 m.
<i>Lupinus albifrons</i> var. <i>abramsii</i> Abrams' lupine	None/None G5T3?Q / S3? 3.2	Lower montane coniferous forest, broadleaved upland forest, chaparral, coastal scrub, valley and foothill grassland. Open woods; 125-2000 m.
<i>Lupinus cervinus</i> Santa Lucia lupine	None/None G3 / S3 4.3	Lower montane coniferous forest, broadleaved upland forest. Dry, rocky slopes in pine woods in semi-shade; on ridges, peaks, & upper canyon slopes; responds well to fires. 305-1370 m.
<i>Lupinus tidestromii</i> Tidestrom's lupine	Endangered/Endangered G1 / S1 1B.1	Coastal dunes. Partially stabilized dunes, immediately near the ocean. 4-25 m.
<i>Madia radiata</i> showy golden madia	None/None G2 / S2 1B.1	Valley and foothill grassland, cismontane woodland. Mostly on adobe clay in grassland or among shrubs. 75-1220 m.
<i>Malacothamnus abbottii</i> Abbott's bush-mallow	None/None G1 / S1 1B.1	Riparian scrub. Among willows near rivers and along roadsides. 135-490 m.
<i>Malacothamnus aboriginum</i> Indian Valley bush-mallow	None/None G3 / S3 1B.2	Cismontane woodland, chaparral. Granitic outcrops and sandy bare soil, often in disturbed soils. 150-1130 m.
<i>Malacothamnus arcuatus</i> arcuate bush-mallow	None/None G2Q / S2 1B.2	Chaparral, cismontane woodland. Gravelly alluvium. 1-735 m.
<i>Malacothamnus davidsonii</i> Davidson's bush-mallow	None/None G2 / S2 1B.2	Coastal scrub, riparian woodland, chaparral, cismontane woodland. Sandy washes. 150-1525 m.
<i>Malacothamnus jonesii</i> Jones' bush-mallow	None/None G4 / S4 4.3	Chaparral, cismontane woodland. 160-825 m.
<i>Malacothamnus palmeri</i> var. <i>involutus</i>	None/None G3T2Q / S2	Cismontane woodland, chaparral, coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 5-520

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Carmel Valley bush-mallow	1B.2	m.
<i>Malacothamnus palmeri</i> var. <i>lucianus</i>	None/None G3T1Q / S1	Chaparral, cismontane woodland, meadows and seeps. Gravel banks and sandstone rocks on west-facing slopes in full sun.
Arroyo Seco bush-mallow	1B.2	10-825 m.
<i>Malacothrix saxatilis</i> var. <i>arachnoidea</i>	None/None G5T2 / S2	Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. 25-1220 m.
Carmel Valley malacothrix	1B.2	
<i>Meconella oregana</i>	None/None	Coastal prairie, coastal scrub. Open, moist places. 60-640 m.
Oregon meconella	G2G3 / S2 1B.1	
<i>Micropus amphibolus</i>	None/None	Valley and foothill grassland, cismontane woodland,
Mt. Diablo cottonweed	G3G4 / S3S4 3.2	chaparral, broadleafed upland forest. Bare, grassy or rocky slopes. 45-825 m.
<i>Microseris paludosa</i>	None/None	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m.
marsh microseris	G2 / S2 1B.2	
<i>Microseris sylvatica</i>	None/None	Chaparral, cismontane woodland, Great Basin scrub, pinyon-juniper woodland, valley and foothill grassland. 45-1500 m.
sylvan microseris	G4 / S4 4.2	
<i>Mielichhoferia elongata</i>	None/None	Cismontane woodland. Moss growing on very acidic, metamorphic rock or substrate; usually in higher portions in fens. Often on substrates naturally enriched with heavy metals (e.g. copper). 500-1300 m.
elongate copper moss	G5 / S4 4.3	
<i>Mimulus rattanii</i> ssp. <i>decurtatus</i>	None/None	Chaparral, lower montane coniferous forest. Gravelly sites at margins of vegetation. 400-500 m.
Santa Cruz County monkeyflower	G4T1T3Q / S1S3 4.2	
<i>Mimulus subsecundus</i>	None/None	Lower montane coniferous forest. One site states: "on rock talus outcrop, south-facing slope, in herbaceous community. 450-915 m.
one-sided monkeyflower	G3G4Q / S3S4 4.3	
<i>Monardella antonina</i> ssp. <i>antonina</i>	None/None	Cismontane woodland, chaparral. 320-1000 m.
San Antonio Hills monardella	G4T1T3Q / S1S3 3	
<i>Monardella antonina</i> ssp. <i>benitensis</i>	None/None	Chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Serpentine barrens. 500-1570 m.
San Benito monardella	G4T3 / S3 4.3	
<i>Monardella palmeri</i>	None/None	Cismontane woodland, chaparral. On serpentine, often found associated with Sargent cypress forests. 90-945 m.
Palmer's monardella	G2 / S2 1B.2	
<i>Monardella sinuata</i> ssp. <i>nigrescens</i>	None/None	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m.
northern curly-leaved monardella	G3T2 / S2 1B.2	
<i>Monolopia congdonii</i>	Endangered/None	Chenopod scrub, valley and foothill grassland. Alkaline or loamy plains; sandy soils, often with grasses and within chenopod scrub. 55-840 m.
San Joaquin woollythreads	G2 / S2 1B.2	
<i>Monolopia gracilens</i>	None/None	Chaparral, valley and foothill grassland, cismontane woodland, broadleafed upland forest, North Coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 120-975 m.
woodland woollythreads	G3 / S3 1B.2	

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<i>Muhlenbergia utilis</i> aparejo grass	None/None G4/S2S3 2B.2	Meadows and seeps, marshes and swamps, chaparral, coastal scrub, cismontane woodland. Sometimes alkaline, sometimes serpentinite. 25-2325 m.
<i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i> adobe navarretia	None/None G4T3 / S3 4.2	Valley and foothill grassland, vernal pools. Clay soils; sometimes on serpentinite. 100-1000 m.
<i>Navarretia nigelliformis</i> ssp. <i>radians</i> shining navarretia	None/None G4T2 / S2 1B.2	Cismontane woodland, valley and foothill grassland, vernal pools. Apparently in grassland, and not necessarily in vernal pools. 60-975 m.
<i>Navarretia panochensis</i> Panoche navarretia	None/None G3/S3 1B.3	Chenopod scrub, valley and foothill grassland. Clay, often gravelly. 330-860 m.
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	None/None G2 / S2 1B.1	Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 3-1235 m.
<i>Nemacladus gracilis</i> graceful nemacladus	None/None G4/S4 4.3	Cismontane woodland, valley and foothill grassland. Sandy or gravelly places. 120-1900 m.
<i>Nemacladus secundiflorus</i> var. <i>robbinsii</i> Robbins' nemacladus	None/None G3T2 / S2 1B.2	Chaparral, valley and foothill grassland. Dry, sandy or gravelly slopes. 350-1700 m.
<i>Ophioglossum californicum</i> California adder's-tongue	None/None G4 / S4 4.2	Chaparral, vernal pool areas, valley and foothill grassland. Grassy pastures, vernal pool margins, chaparral. Mesic sites. 60-525 m.
<i>Orthotrichum kellmanii</i> Kellman's bristle moss	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Sandstone outcrops with high calcium concentrations from eroded boulders out of non-calcareous sandstone bedrock. Rock outcrops in small openings within dense chaparral with overstory of scattered <i>Pinus attenuata</i> . 343-685 m.
<i>Pedicularis dudleyi</i> Dudley's lousewort	None/Rare G2 / S2 1B.2	Chaparral, cismontane woodland, North Coast coniferous forest, valley and foothill grassland. Deep shady woods of older coast redwood forests; also in maritime chaparral. 60-330 m.
<i>Penstemon rattanii</i> var. <i>kleei</i> Santa Cruz Mountains beardtongue	None/None G4T2 / S2 1B.2	Chaparral, lower montane coniferous forest, north coast coniferous forest. Sandy shale slopes; sometimes in the transition between forest and chaparral. 400-1100 m.
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	Endangered/Endangered G1 / S1 1B.1	Valley and foothill grassland, cismontane woodland. Open dry rocky slopes and grassy areas, often on soils derived from serpentinite bedrock. 35-610 m.
<i>Pentachaeta exilis</i> ssp. <i>aeolica</i> San Benito pentachaeta	None/None G5T2 / S2 1B.2	Cismontane woodland, valley and foothill grassland. Grassy areas. 365-855 m.
<i>Perideridia gairdneri</i> ssp. <i>gairdneri</i> California Gairdner's yampah	None/None G5T4 / S4 4.2	Broadleafed upland forest, chaparral, coastal prairie, valley and foothill grassland, vernal pools. Adobe flats or grasslands, wet meadows and vernal pools, under <i>Pinus radiata</i> along the coast; mesic sites. 0-610 m.
<i>Perideridia pringlei</i> adobe yampah	None/None G4 / S4 4.3	Chaparral, cismontane woodland, pinyon and juniper woodland, coastal scrub. Serpentine, clay soils. Grassland hillsides; seasonally wet sites. 300-1800 m.
<i>Phacelia phacelioides</i> Mt. Diablo phacelia	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Adjacent to trails, on rock outcrops and talus slopes; sometimes on serpentinite. 605-1345 m.

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<i>Pinus radiata</i> Monterey pine	None/None G1 / S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Three primary stands are native to California. Dry bluffs and slopes. 60-125 m.
<i>Piperia candida</i> white-flowered rein orchid	None/None G3 / S3 1B.2	North Coast coniferous forest, lower montane coniferous forest, broadleaved upland forest. Sometimes on serpentine. Forest duff, mossy banks, rock outcrops, and muskeg. 45-1615 m.
<i>Piperia michaelii</i> Michael's rein orchid	None/None G3 / S3 4.2	Coastal bluff scrub, coastal scrub, cismontane woodland, chaparral, closed-cone coniferous forest, lower montane coniferous forest. Mudstone and humus, generally dry sites. 3-915 m.
<i>Piperia yadonii</i> Yadon's rein orchid	Endangered/None G1 / S1 1B.1	Closed-cone coniferous forest, chaparral, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. 10-505 m.
<i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i> Choris' popcornflower	None/None G3T2Q / S2 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 15-160 m.
<i>Plagiobothrys chorisianus</i> var. <i>hickmanii</i> Hickman's popcornflower	None/None G3T3Q / S3 4.2	Closed-cone coniferous forest, chaparral, coastal scrub, marshes and swamps, vernal pools. 15-185 m.
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	None/Endangered G1Q / S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m.
<i>Plagiobothrys glaber</i> hairless popcornflower	None/None GH / SH 1A	Meadows and seeps, marshes and swamps. Coastal salt marshes and alkaline meadows. 5-125 m.
<i>Plagiobothrys uncinatus</i> hooked popcornflower	None/None G2 / S2 1B.2	Chaparral, cismontane woodland, valley and foothill grassland. Sandstone outcrops and canyon sides; often in burned or disturbed areas. 210-855 m.
<i>Plagiobryoides vinosula</i> wine-colored tufa moss	None/None G3G4 / S2 4.2	Cismontane woodland, meadows and seeps, Mojavean desert scrub, pinyon and juniper woodland, riparian woodland. Usually granitic rock or granitic soil along seeps and streams, sometimes clay. 30-1735 m.
<i>Pogogyne clareana</i> Santa Lucia mint	None/Endangered G2 / S2 1B.2	Chaparral, cismontane woodland, riparian woodland. In intermittent streams; in moist sandy soil. 325-505 m.
<i>Polygonum hickmanii</i> Scotts Valley polygonum	Endangered/Endangered G1 / S1 1B.1	Valley and foothill grassland. Purisima sandstone or mudstone with a thin soil layer; vernal moist due to runoff. 210-230 m.
<i>Potentilla hickmanii</i> Hickman's cinquefoil	Endangered/Endangered G1 / S1 1B.1	Coastal bluff scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps. Freshwater marshes, seeps, and small streams in open or forested areas along the coast. 5-125 m.
<i>Puccinellia simplex</i> California alkali grass	None/None G3 / S2 1B.2	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernal mesic. Sinks, flats, and lake margins. 1-915 m.
<i>Ramalina thrausta</i> angel's hair lichen	None/None G5 / S2? 2B.1	North coast coniferous forest. On dead twigs and other lichens. 75-430 m.
<i>Ranunculus lobbii</i> Lobb's aquatic buttercup	None/None G4 / S3 4.2	Cismontane woodland, valley and foothill grassland, vernal pools, north coast coniferous forest. Mesic sites. 15-470 m.

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<i>Ribes sericeum</i> Santa Lucia gooseberry	None/None G4? / S4? 4.3	North coast coniferous forest, coastal bluff scrub, broadleaved upland forest. Along streams in redwood forests and on the coastal slopes of the Santa Lucia Mtns. 305-1220 m.
<i>Rosa pinetorum</i> pine rose	None/None G2 / S2 1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m.
<i>Sanicula hoffmannii</i> Hoffmann's sanicle	None/None G3 / S3 4.3	Broadleaved upland forest, coastal scrub, coastal bluff scrub, chaparral, cismontane woodland, lower montane coniferous forest. Cool slopes in deep soil, often in moist shaded serpentine soils, or in clay soils. 30-300 m.
<i>Sanicula maritima</i> adobe sanicle	None/Rare G2 / S2 1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Moist clay or ultramafic soils. 30-240 m.
<i>Senecio aphanactis</i> chaparral ragwort	None/None G3 / S2 2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 20-855 m.
<i>Senecio astephanus</i> San Gabriel ragwort	None/None G3 / S3 4.3	Chaparral, coastal bluff scrub. Rocky slopes. 400-1500 m.
<i>Sidalcea hickmanii</i> ssp. <i>hickmanii</i> Hickman's checkerbloom	None/None G3T2 / S2 1B.3	Chaparral. Grassy openings in chaparral, and on dry ridges. 335-1200 m.
<i>Sidalcea malachroides</i> maple-leaved checkerbloom	None/None G3 / S3 4.2	Broadleaved upland forest, coastal prairie, coastal scrub, north coast coniferous forest, riparian forest. Woodlands and clearings near coast; often in disturbed areas. 0-730 m.
<i>Silene verecunda</i> ssp. <i>verecunda</i> San Francisco campion	None/None G5T2 / S2 1B.2	Coastal scrub, valley and foothill grassland, coastal bluff scrub, chaparral, coastal prairie. Often on mudstone or shale; one site on serpentine. 30-645 m.
<i>Solidago guiradonis</i> Guirado's goldenrod	None/None G3G4 / S3S4 4.3	Cismontane woodland, valley and foothill grassland. Near streams or seeps in asbestos-laden soils; serpentine. 600-1370 m.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	None/None G2 / S2 1B.2	Broadleaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m.
<i>Streptanthus albidus</i> ssp. <i>peramoenus</i> most beautiful jewelflower	None/None G2T2 / S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Serpentine outcrops, on ridges and slopes. 95-1000 m.
<i>Stylocline masonii</i> Mason's neststraw	None/None G1 / S1 1B.1	Chenopod scrub, pinyon and juniper woodland. Sandy washes. 100-1200 m.
<i>Syntrichopappus lemmonii</i> Lemmon's syntrichopappus	None/None G4 / S4 4.3	Chaparral, Joshua tree woodland, pinyon and juniper woodland. Decomposed granite; sandy or gravelly soils. 500-1830 m.
<i>Systemotheca vortriedei</i> Vortriede's spineflower	None/None G3 / S3 4.3	Cismontane woodland, chaparral. Sandy or serpentine soils. 500-1600 m.
<i>Texosporium sancti-jacobi</i> woven-spored lichen	None/None G3 / S1 3	Chaparral. Open sites; in California with <i>Adenostoma fasciculatum</i> , <i>Eriogonum</i> , <i>Selaginella</i> . At Pinnacles, on small mammal pellets. 290-660 m.
<i>Tortula californica</i>	None/None	Chenopod scrub, valley and foothill grassland. Moss growing

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California screw moss	G2G3 / S2S3 1B.2	on sandy soil. 10-1460 m.
<i>Toxicoscordion fontanum</i> marsh zigadenus	None/None G3 / S3 4.2	Chaparral, cismontane woodland, lower montane coniferous forest, meadows and seeps, marshes and swamps. Vernally moist or marshy areas; often on serpentine areas. 15-1000 m.
<i>Trichostema ovatum</i> San Joaquin bluecurls	None/None G3/S3 4.2	Chenopod scrub, valley and foothill grassland. Sandy alluvial soil. In grassland, and disturbed sites. 65-320 m.
<i>Trichostema rubisepalum</i> Hernandez bluecurls	None/None G4 / S4 4.3	Broadleafed upland forest, chaparral, cismontane woodland, lower montane woodland, vernal pools. Volcanic and serpentine substrates. 300-1435 m.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	None/None G2 / S2 1B.1	Coastal prairie, broadleafed upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-550 m.
<i>Trifolium hydrophilum</i> saline clover	None/None G2 / S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m.
<i>Trifolium polyodon</i> Pacific Grove clover	None/Rare G1 / S1 1B.1	Closed-cone coniferous forest, meadows and seeps, coastal prairie, valley and foothill grassland. Along small springs and seeps in grassy openings. 5-260 m.
<i>Trifolium trichocalyx</i> Monterey clover	Endangered/Endangered G1 / S1 1B.1	Closed-cone coniferous forest. Openings, burned areas, and roadsides. Sandy soils. 60-210 m.
<i>Triteleia ixioides</i> ssp. <i>cookii</i> Cook's triteleia	None/None G5T2T3 / S2S3 1B.3	Cismontane woodland, closed-cone coniferous forest. Streamsides, wet ravines; on serpentine and in serpentine seeps. Sometimes near cypresses. 120-735 m.
<i>Triteleia lugens</i> dark-mouthed triteleia	None/None G4? / S4? 4.3	Broadleafed upland forest, chaparral, lower montane coniferous forest, coastal scrub. 100-1000 m.
<i>Tropidocarpum capparideum</i> caper-fruited tropidocarpum	None/None G1 / S1 1B.1	Valley and foothill grassland. Alkaline clay. 0-360 m.
<i>Usnea longissima</i> Methuselah's beard lichen	None/None G4 / S4 4.2	North coast coniferous forest, broadleafed upland forest. Grows in the "redwood zone" on tree branches of a variety of trees, including big leaf maple, oaks, ash, Douglas-fir, and bay. 45-1465 m in California.
Invertebrates		
<i>Adela oplerella</i> Opler's longhorn moth	None/None G2 / S2	From Marin County and the Oakland area on the inner coast ranges south to Santa Clara County. One record from Santa Cruz County. All but Santa Cruz site is on serpentine grassland. Larvae feed on <i>Platystemon californicus</i> .
<i>Bombus caliginosus</i> obscure bumble bee	None/None G4? / S1S2	Coastal areas from Santa Barabara county to north to Washington state. Food plant genera include <i>Baccharis</i> , <i>Cirsium</i> , <i>Lupinus</i> , <i>Lotus</i> , <i>Grindelia</i> and <i>Phacelia</i> .
<i>Bombus crotchii</i> Crotch bumble bee	None/None G3G4 / S1S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include <i>Antirrhinum</i> , <i>Phacelia</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , and <i>Eriogonum</i> .
<i>Bombus occidentalis</i> western bumble bee	None/None G2G3 / S1	Once common & widespread, species has declined precipitously from central CA to southern B.C., perhaps from disease.
<i>Branchinecta lynchi</i>	Threatened/None G3 / S3	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled

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vernal pool fairy shrimp		pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.
<i>Calicina arida</i> San Benito harvestman	None/None G1 / S1	Known only from the type locality, Panoche Road, San Benito County. Found on serpentine rocks.
<i>Calileptoneta ubicki</i> Ubick's leptonetid spider	None/None G1 / S1	Known only from the type locality, Arroyo Seco, Monterey County.
<i>Chrysis tularensis</i> Tulare cuckoo wasp	None/None G1G2 / S1S2	Unknown.
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	None/None G5T2 / S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.
<i>Cicindela ohlone</i> Ohlone tiger beetle	Endangered/None G1 / S1	Remnant native grasslands with California oatgrass & purple needlegrass in Santa Cruz County. Substrate is poorly-drained clay or sandy clay soil over bedrock of Santa Cruz mudstone.
<i>Coelus globosus</i> globose dune beetle	None/None G1G2 / S1S2	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
<i>Coelus gracilis</i> San Joaquin dune beetle	None/None G1 / S1	Inhabits fossil dunes along the western edge of San Joaquin Valley; extirpated from Antioch Dunes (type locality). Inhabits sites containing sandy substrates.
<i>Danaus plexippus</i> pop. 1 monarch - California overwintering population	None/None G4T2T3 / S2S3	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
<i>Euphilotes enoptes smithi</i> Smith's blue butterfly	Endangered/None G5T1T2 / S1S2	Most commonly associated with coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium are utilized as both larval and adult foodplants.
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	Threatened/None G5T1 / S1	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. Plantago erecta is the primary host plant; Orthocarpus densiflorus & O. purpurescens are the secondary host plants.
<i>Fissilicreagris imperialis</i> Empire Cave pseudoscorpion	None/None G1 / S1	Known only from Empire Cave in Santa Cruz County.
<i>Gonidea angulata</i> western ridged mussel	None/None G3/S1S2	Primarily creeks & rivers & less often lakes. Originally in most of state, now extirpated from Central & Southern Calif.
<i>Helminthoglypta sequoicola consors</i> redwood shoulderband	None/None G2T1 / S1	Known only from south slope of San Juan Grade, near Foot, 8 miles NW of Salinas.
<i>Hubbardia idria</i> Idria short-tailed whipscorpion	None/None G1 / S1	Known only from the type locality, 2.9 km SW of Idria, San Benito County. Serpentine endemic.
<i>Hubbardia secoensis</i> Arroyo Seco short-tailed whipscorpion	None/None G1 / S1	Known only from the type locality, Arroyo Seco, Monterey County.
<i>Idiostatus kathleenae</i> Pinnacles shieldback katydid	None/None G1G2 / S1S2	Known only from Pinnacles National Monument.
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	Endangered/None G4 / S3S4	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly

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		found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.
<i>Linderiella occidentalis</i> California linderiella	None/None G2G3 / S2S3	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools has very low alkalinity, conductivity, and total dissolved solids.
<i>Lytta moesta</i> moestan blister beetle	None/None G2 / S2	Central California.
<i>Lytta morrisoni</i> Morrison's blister beetle	None/None G1G2 / S1S2	Inhabitant of the southern Central Valley of California.
<i>Margaritifera falcata</i> western pearlshell	None/None G4G5 / S1S2	Aquatic. Prefers lower velocity waters.
<i>Meta dolloff</i> Dolloff Cave spider	None/None G1 / S1	Known from caves in the Santa Cruz area. This species is an orb-weaver and occurs from the cave mouth into deep twilight.
<i>Neochthonius imperialis</i> Empire Cave pseudoscorpion	None/None G1 / S1	Known only from Empire Cave, Santa Cruz County. Found under rocks and wood in the dark to twilight zones of the cave.
<i>Optioservus canus</i> Pinnacles optioservus riffle beetle	None/None G1 / S1	Aquatic. Found on rocks and in gravel of riffles in cool, swift, clear streams.
<i>Philanthus nasalis</i> Antioch specid wasp	None/None G1 / S1	Previously known only from Antioch Dunes, in Contra Costa Co. Now known only from the inland sandhills in Santa Cruz Co.
<i>Polyphylla barbata</i> Mount Hermon (=barbate) June beetle	Endangered/None G1 / S1	Known only from sand hills in vicinity of Mt. Hermon, Santa Cruz County.
<i>Protodufourea wasbaueri</i> Wasbauer's protodufourea bee	None/None G1 / S1	Chaparral and desert scrub. Nests in the ground. Oligolectic on <i>Emmenanthe</i> sp., a plant that blooms in profusion after fires, then declines.
<i>Scaphinotus behrensi</i> Behrens' snail-eating beetle	None/None G2G4/S2S4	Found in extreme NW CA along the coast.
<i>Socalchemmis monterey</i> Monterey socalchemmis spider	None/None G1 / S1	Known from only two localities in Monterey Co.: Los Padres NF; Arroyo Seco (type locality) and Cone Peak Trail.
<i>Speyeria adiastra adiastra</i> unsilvered fritillary	None/None G1G2T1 / S1	Occurs in openings in redwood and coniferous forests, oak woodlands, chaparral.
<i>Stygobromus imperialis</i> Empire Cave amphipod	None/None G1/S1	Endemic to Empire Cave in Santa Cruz County.
<i>Stygobromus mackenziei</i> Mackenzie's Cave amphipod	None/None G1 / S1	Known only from Empire Cave (type locality), a metamorphosed limestone cave subject to intermittent flooding.
<i>Trimerotropis infantilis</i> Zayante band-winged grasshopper	Endangered/None G1 / S1	Isolated sandstone deposits in the Santa Cruz Mountains (the Zayante Sand Hills ecosystem) Mostly on sand parkland habitat but also in areas with well-developed ground cover & in sparse chaparral with grass.
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	None/None G2 / S2	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.
Fish		
<i>Eucyclogobius newberryi</i>	Endangered/None	Brackish water habitats along the California coast from Agua

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tidewater goby	G3 / S3 SSC	Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.
<i>Lavinia exilicauda harengus</i> Monterey hitch	None/None G4T2T4/S2S4 SSC	Unknown.
<i>Lavinia symmetricus subditus</i> Monterey roach	None/None G4T2T3/S2S3 SSC	Tributaries to Monterey Bay, specifically the Salinas, Pajaro, & San Lorenzo drainages.
<i>Oncorhynchus kisutch</i> pop. 4 coho salmon - central California coast ESU	Endangered/Endangered G4 / S2?	Federal listing = pops between Punta Gorda & San Lorenzo River. State listing = pops south of Punta Gorda. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water & sufficient dissolved oxygen.
<i>Oncorhynchus mykiss irideus</i> pop. 9 steelhead - south-central California coast DPS	Threatened/None G5T2Q / S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.
<i>Oncorhynchus mykiss irideus</i> pop. 8 steelhead - central California coast DPS	Threatened/None G5T2T3Q / S2S3	From Russian River, south to Soquel Creek and to, but not including, Pajaro River. Also San Francisco and San Pablo Bay basins.
<i>Spirinchus thaleichthys</i> longfin smelt	Candidate/Threatened G5 / S1 SSC	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.
<i>Thaleichthys pacificus</i> eulachon	Threatened/None G5 / S3	Found in Klamath River, Mad River, Redwood Creek, and in small numbers in Smith River and Humboldt Bay tributaries. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand, and woody debris.
Amphibians		
<i>Ambystoma californiense</i> California tiger salamander	Threatened/Threatened G2G3 / S2S3 WL	Central Valley DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.
<i>Ambystoma macrodactylum croceum</i> Santa Cruz long-toed salamander	Endangered/Endangered G5T1T2 / S1S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.
<i>Anaxyrus californicus</i> arroyo toad	Endangered/None G2G3 / S2S3 SSC	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.
<i>Aneides niger</i> Santa Cruz black salamander	None/None G3 / S3 SSC	Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara counties. Adults found under rocks, talus, and damp woody debris.
<i>Dicamptodon ensatus</i> California giant salamander	None/None G3 / S2S3 SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams,

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		occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.
<i>Rana boylei</i> foothill yellow-legged frog	None/Endangered G3 / S3 SSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.
<i>Rana draytonii</i> California red-legged frog	Threatened/None G2G3 / S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.
<i>Spea hammondi</i> western spadefoot	None/None G3 / S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
<i>Taricha torosa</i> Coast Range newt	None/None G4 / S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs & slow moving streams.
Reptiles		
<i>Anniella pulchra</i> northern California legless lizard	None/None G3 / S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.
<i>Arizona elegans occidentalis</i> California glossy snake	None/None G5T2 / S2 SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.
<i>Emys marmorata</i> western pond turtle	None/None G3G4 / S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.
<i>Gambelia sila</i> blunt-nosed leopard lizard	Endangered/Endangered G1 / S1 FP	Resident of sparsely vegetated alkali and desert scrub habitats, in areas of low topographic relief. Seeks cover in mammal burrows, under shrubs or structures such as fence posts; they do not excavate their own burrows.
<i>Masticophis flagellum ruddocki</i> San Joaquin coachwhip	None/None G5T2T3 / S2? SSC	Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Needs mammal burrows for refuge and oviposition sites.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4 / S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.
<i>Thamnophis hammondi</i> two-striped gartersnake	None/None G4 / S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.
<i>Thamnophis sirtalis tetrataenia</i> San Francisco gartersnake	Endangered/Endangered G5T2Q / S2 FP	Vicinity of freshwater marshes, ponds and slow-moving streams in San Mateo County and extreme northern Santa Cruz County. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important.
Birds		
<i>Accipiter cooperii</i> Cooper's hawk	None/None G5 / S4	Woodland, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in

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	WL	canyon bottoms on river flood-plains; also, live oaks.
<i>Accipiter striatus</i> sharp-shinned hawk	None/None G5 / S4 WL	Ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats. Prefers riparian areas. North-facing slopes with plucking perches are critical requirements. Nests usually within 275 ft of water.
<i>Agelaius tricolor</i> tricolored blackbird	None/Candidate Endangered G2G3 / S1S2 SSC	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.
<i>Aquila chrysaetos</i> golden eagle	None/None G5 / S3 FP, WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
<i>Ardea herodias</i> great blue heron	None/None G5 / S4	Colonial nester in tall trees, cliffsides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.
<i>Asio flammeus</i> short-eared owl	None/None G5 / S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.
<i>Asio otus</i> long-eared owl	None/None G5 / S3? SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.
<i>Athene cunicularia</i> burrowing owl	None/None G4 / S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.
<i>Brachyramphus marmoratus</i> marbled murrelet	Threatened/Endangered G3G4 / S1	Feeds near-shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas-fir.
<i>Buteo regalis</i> ferruginous hawk	None/None G4 / S3S4 WL	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.
<i>Buteo swainsoni</i> Swainson's hawk	None/Threatened G5 / S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.
<i>Charadrius montanus</i> mountain plover	None/None G3 / S2S3 SSC	Short grasslands, freshly plowed fields, newly sprouting grain fields, & sometimes sod farms. Short vegetation, bare ground, and flat topography. Prefers grazed areas and areas with burrowing rodents.
<i>Charadrius alexandrinus nivosus</i> western snowy plover	Threatened/None G3T3 / S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.
<i>Circus cyaneus</i> northern harrier	None/None G5 / S3 SSC	Coastal salt & freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.
<i>Coccyzus americanus occidentalis</i>	Threatened/Endangered	Riparian forest nester, along the broad, lower flood-bottoms

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western yellow-billed cuckoo	G5T2T3 / S1	of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.
<i>Coturnicops noveboracensis</i> yellow rail	None/None G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.
<i>Cypseloides niger</i> black swift	None/None G4 / S2 SSC	Coastal belt of Santa Cruz and Monterey counties; central & southern Sierra Nevada; San Bernardino & San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.
<i>Elanus leucurus</i> white-tailed kite	None/None G5 / S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
<i>Eremophila alpestris actia</i> California horned lark	None/None G5T4Q / S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
<i>Falco columbarius</i> merlin	None/None G5 / S3S4 WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands & deserts, farms & ranches. Clumps of trees or windbreaks are required for roosting in open country.
<i>Falco mexicanus</i> prairie falcon	None/None G5 / S4 WL	Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.
<i>Falco peregrinus anatum</i> American peregrine falcon	Delisted/Delisted G4T4 / S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.
<i>Fratercula cirrhata</i> tufted puffin	None/None G5 / S1S2 SSC	Open-ocean bird; nests along the coast on islands, islets, or (rarely) mainland cliffs. Requires sod or earth into which the birds can burrow, on island cliffs or grassy island slopes.
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	None/None G5T3 / S3 SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.
<i>Gymnogyps californianus</i> California condor	Endangered/Endangered G1 / S1 FP	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.
<i>Haliaeetus leucocephalus</i> bald eagle	Delisted/Endangered G5 / S3 FP	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.
<i>Hydrobates homochroa</i> ashy storm-petrel	None/None G2/S2 SSC	Colonial nester on off-shore islands. Usually nests on driest part of islands. Forages over open ocean. Nest sites on islands are in crevices beneath loosely piled rocks or driftwood, or in caves.
<i>Icteria virens</i> yellow-breasted chat	None/None G5 / S3 SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 ft of ground.
<i>Lanius ludovicianus</i> loggerhead shrike	None/None G4 / S4	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub & washes.

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	SSC	Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.
<i>Laterallus jamaicensis coturniculus</i> California black rail	None/Threatened G3G4T1 / S1 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.
<i>Pandion haliaetus</i> osprey	None/None G5 / S4 WL	Ocean shore, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.
<i>Pelecanus occidentalis californicus</i> California brown pelican	Delisted/Delisted G4T3 / S3 FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.
<i>Phalacrocorax auritus</i> double-crested cormorant	None/None G5 / S4 WL	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.
<i>Progne subis</i> purple martin	None/None G5 / S3 SSC	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	Endangered/Endangered G5T1 / S1 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.
<i>Riparia riparia</i> bank swallow	None/Threatened G5 / S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
<i>Setophaga petechia</i> yellow warbler	None/None G5 / S3S4 SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.
<i>Vireo bellii pusillus</i> least Bell's vireo	Endangered/Endangered G5T2 / S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Mammals		
<i>Ammospermophilus nelsoni</i> Nelson's antelope squirrel	None/Threatened G2 / S2S3	Western San Joaquin Valley from 200-1200 ft elev. On dry, sparsely vegetated loam soils. Dig burrows or use k-rat burrows. Need widely scattered shrubs, forbs and grasses in broken terrain with gullies and washes.
<i>Antrozous pallidus</i> pallid bat	None/None G5 / S3 SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	None/None G3G4 / S2 SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.
<i>Dipodomys ingens</i> giant kangaroo rat	Endangered/Endangered G1G2 / S1S2	Annual grasslands on the western side of the San Joaquin Valley, marginal habitat in alkali scrub. Need level terrain and

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
		sandy loam soils for burrowing.
<i>Dipodomys venustus elephantinus</i> big-eared kangaroo rat	None/None G4T2 / S2 SSC	Chaparral-covered slopes of the southern part of the Gabilan Range, in the vicinity of the Pinnacles. Forages under shrubs & in the open. Burrows for cover and for nesting.
<i>Dipodomys venustus venustus</i> Santa Cruz kangaroo rat	None/None G4T1 / S1	Silverleaf manzanita mixed chaparral in the Zayante Sand Hills ecosystem of the Santa Cruz Mountains. Needs soft, well-drained sand.
<i>Erethizon dorsatum</i> North American porcupine	None/None G5/S3	Forested habitats in the Sierra Nevada, Cascade, and Coast ranges, with scattered observations from forested areas in the Transverse Ranges. Wide variety of coniferous and mixed woodland habitat.
<i>Eumetopias jubatus</i> Steller (=northern) sea-lion	FD/None G3/S2	Breeds on Ano Nuevo, San Miguel and Farallon islands, Point St. George, & Sugarloaf. Hauls-out on islands & rocks. Needs haul-out and breeding sites with unrestricted access to water, near aquatic food supply and with no human disturbance.
<i>Eumops perotis californicus</i> western mastiff bat	None/None G5T4 / S3S4 SSC	Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.
<i>Lasiurus blossevillii</i> western red bat	None/None G5 / S3 SSC	Roosts primarily in trees, 2-40 ft above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.
<i>Lasiurus cinereus</i> hoary bat	None/None G5 / S4	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.
<i>Myotis ciliolabrum</i> western small-footed myotis	None/None G5 / S3	Wide range of habitats mostly arid wooded & brushy uplands near water. Seeks cover in caves, buildings, mines, and crevices. Prefers open stands in forests and woodlands. Requires drinking water. Feeds on a wide variety of small flying insects.
<i>Myotis evotis</i> long-eared myotis	None/None G5 / S3	Found in all brush, woodland and forest habitats from sea level to about 9000 ft. Prefers coniferous woodlands and forests. Nursery colonies in buildings, crevices, spaces under bark, and snags. Caves used primarily as night roosts.
<i>Myotis thysanodes</i> fringed myotis	None/None G4 / S3	In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood & hardwood-conifer. Uses caves, mines, buildings or crevices for maternity colonies and roosts.
<i>Myotis yumanensis</i> Yuma myotis	None/None G5 / S4	Optimal habitats are open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings or crevices.
<i>Neotoma fuscipes annectens</i> San Francisco dusky-footed woodrat	None/None G5T2T3 / S2S3 SSC	Forest habitats of moderate canopy & moderate to dense understory. May prefer chaparral & redwood habitats. Constructs nests of shredded grass, leaves & other material. May be limited by availability of nest-building materials.
<i>Neotoma macrotis luciana</i> Monterey dusky-footed woodrat	None/None G5T3 / S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.
<i>Onychomys torridus tularensis</i>	None/None	Hot, arid valleys and scrub deserts in the southern San

2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Scientific Name Common Name	Status Fed/State ESA Global Rank/State Rank CRPR or CDFW	Habitat Requirements
Tulare grasshopper mouse	G5T1T2 / S1S2 SSC	Joaquin Valley. Diet almost exclusively composed of arthropods, therefore needs abundant supply of insects.
<i>Perognathus inornatus</i> <i>psammophilus</i> Salinas pocket mouse	None/None G4T2? / S1 SSC	Annual grassland and desert shrub communities in the Salinas Valley. Fine-textured, sandy, friable soils. Burrows for cover and nesting.
<i>Reithrodontomys megalotis</i> <i>distichlis</i> Salinas harvest mouse	None/None G5T1 / S1	Known only from the Monterey Bay region. Occurs in fresh and brackish water wetlands and probably in the adjacent uplands around the mouth of the Salinas River.
<i>Sorex ornatus salarius</i> Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland & upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects & other invertebrates found under logs, rocks & litter.
<i>Taxidea taxus</i> American badger	None/None G5 / S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	Endangered/Threatened G4T2 / S2	Annual grasslands or grassy open stages with scattered shrubby vegetation. Need loose-textured sandy soils for burrowing, and suitable prey base.
<u><i>Puma concolor</i></u> <u>Mountain lion</u>	<u>None/None</u> <u>Provisionally listed</u>	<u>Found across California, often in areas where deer are present. Prime habitat includes foothills and mountains.</u>

FT = Federally Threatened

SE = State Endangered

FC = Federal Candidate Species

ST = State Threatened

FE = Federally Endangered

SR = State Rare

FS = Federally Sensitive SS = State Sensitive

DL = Delisted

G-Rank/S-Rank = Global Rank and State Rank as per NatureServe and CDFW's CNDDDB RareFind5

SSC = CDFW Species of Special Concern FP = Fully Protected

CRPR (California Rare Plant Rank):

1A=Presumed Extinct in California

1B=Rare, Threatened, or Endangered in California and elsewhere

2=Rare, Threatened, or Endangered in California, but more common elsewhere

3=Need more information (a Review List)

4=Plants of Limited Distribution (a Watch List)

CRPR Threat Code Extension:

.1=Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Sources: CNDDDB (CDFW, 2017b); USFWS (2017b), CDFW Special Animals List (2017). CDFW Special Plants List (2017) and CNPS Rare Plant Inventory (2017)

Appendix E

2045 MTP/SCS Air Quality and GHG Emissions

Appendix E.1

2045 MTP/SCS Air Quality Emissions

AMBAG 2045 MTP/SCS Air Quality Emission Calculations

Scenario	VMT	ROG (tons/day)	NO _x (tons/day)	PM ₁₀ (tons/day) ¹	PM _{2.5} (tons/day) ¹	Total PM (tons/day)	Fugitive PM ₁₀ (tons/day) ²	Fugitive PM _{2.5} (tons/day) ²	Total Fugitive PM ₁₀ (tons/day) ²	CO (tons/day)	SOx (tons/day)	CO ₂ e (tons/day)	CO ₂ e (metric tons/year)
2015 AMBAG Baseline													
On-Road Motor Vehicles	16,007,118	6.25	14.39	1.15	0.60	1.75	0.91	0.36	1.26	52.99	0.08		
2020 AMBAG Baseline													
On-Road Motor Vehicles	17,331,954	4.27	8.89	1.10	0.50	1.60	0.97	0.39	1.36	34.53	0.07	7,498	2,482,892
2035 No Project													
On-Road Motor Vehicles	18,294,987	2.06	3.71	1.06	0.44	1.50	1.02	0.40	1.42	17.97	0.05		
2035 MTP/SCS													
On-Road Motor Vehicles	18,278,130	2.05	3.73	1.06	0.44	1.50	1.01	0.40	1.42	17.88	0.05		
2045 No Project													
On-Road Motor Vehicles	20,041,051	1.73	3.69	1.15	0.48	1.63	1.11	0.44	1.55	17.62	0.05	5,532	1,831,910
2045 MTP/SCS													
On-Road Motor Vehicles	20,032,142	1.72	3.71	1.15	0.48	1.63	1.11	0.44	1.55	17.51	0.05	5,541	1,834,685
Difference (2045 MTP/SCS - Baseline)	2,700,187.67	-2.55	-5.18	0.06	-0.02	0.03	0.14	0.05	0.19	-17.02	-0.02	-1,957.60	-648,206.23
%	16%	-60%	-58%	5%	-5%	2%	14%	14%	14%	-49%	-27%	-26%	-26%

Notes

Annual emissions - Total

1) Includes tire and break wear in the total PM

2) Includes only tire and break wear

Scenario	Diesel PM _{2.5} (tons/day)	Diesel PM ₁₀ (tons/day) ¹	Diesel NO _x (tons/day)	Diesel SO _x (tons/day)	Diesel CO (tons/day)
2020 AMBAG Baseline					
On-Road Motor Vehicles	0.08	0.09	5.56	0.01	1.98
2045 No Project					
On-Road Motor Vehicles	0.03	0.03	2.68	0.01	1.96
2045 MTP/SCS					
On-Road Motor Vehicles	0.03	0.03	2.71	0.01	1.97
	68%	68%	51%	15%	0%

Notes

Diesel annual emissions -Total Exhaust

Appendix E.2

2045 MTP/SCS Greenhouse Gas Emissions - On Road Transportation Sources

AMBAG 2045 MTP/SCS GHG Emissions Scenarios

DESCRIPTION	2020 Modeled	2035 No Project	2035 Project (Revenue Constrained)	2045 No Project	Alt 2: 2045 Alternative Transportation Modes Alternatives	Alt 3: 2045 Infill and Transit Focus Alternative	2045 Project (Revenue Constrained)	*Interpolated 2030 VMT
VMT (VMT per Day)	17,331,954	18,294,987	18,278,130	20,041,051	20,126,625	19,904,230	20,032,142	17,962,738
VMT (VMT per Year, assuming 365 days)	6,326,163,357	6,677,670,384	6,671,517,372	7,314,983,589	7,346,218,063	7,265,044,092	7,311,731,857	6,556,399,367
GHG Emissions (CO ₂) from AMBAG EMFAC Modeling (CO ₂ tons per day)	7,498	5,426	5,419	5,532	5,564	5,505	5,541	6,285
CO ₂ Emissions from full fleet from AMBAG EMFAC Modeling (tons per year, assuming 365)	2,736,919	1,980,554	1,977,844	2,019,334	2,030,976	2,009,374	2,022,394	2,293,902
CO ₂ Emissions from full fleet from AMBAG EMFAC Modeling (metric tons per year, assuming 365)	2,482,892	1,796,729	1,794,270	1,831,910	1,842,471	1,822,874	1,834,685	2,080,993
CH ₄ using emission factors (tons per year)	194	109	109	105	105	104	105	123
CH ₄ (metric tons per year)	176	99	99	95	96	95	95	111
CH ₄ converted into CO ₂ e, using AR5 GWP, 28 (tons per year)	4,915	2,777	2,775	2,667	2,679	2,649	2,666	3,116
N ₂ O using emission factors (tons per year)	189	123	123	129	129	128	128	133
N ₂ O (metric tons per year)	171	112	112	117	117	116	117	121
N ₂ O converted into CO ₂ e, using AR5 GWP, 265 (tons per year)	45,400	29,683	29,655	30,898	31,030	30,687	30,884	32,019
On-road Transportation (metric tons of CO ₂ e)	2,533,207	1,829,189	1,826,700	1,865,475	1,876,179	1,856,210	1,868,236	2,116,128
Land Use Inventory Sectors (metric tons of CO ₂ e)	2,216,410	2,237,116	2,237,116	2,289,073	2,289,073	2,289,073	2,289,073	2,282,157
Population	774,729	842,189	842,189	869,776	869,776	869,776	869,776	824,992
TOTAL On-Road + Land Use (MT per year, assuming 365)	4,749,617	4,066,305	4,063,816	4,154,548	4,165,252	4,145,283	4,157,309	4,398,285
Per Capita GHG Emissions (MT CO2/population/year)	6.13	4.83	4.83	4.78	4.79	4.77	4.78	5.33
Difference (2045 MTP/SCS - "2020" Baseline) Metric Tons/Year				-595,069	-584,365	-604,334	-592,308	
Percent Change				-12.5%	-12.3%	-12.7%	-12.5%	
Difference (2045 MTP/SCS - "2020" Baseline) Per Capita Per Year				-1.35	-1.34	-1.36	-1.35	
Percent Change				-22.09%	-21.89%	-22.26%	-22.04%	

Notes: *VMT was linearly interpolated and GHG emissions were calculated using emission factors. CO₂ Emissions are not from the provided AMBAG EMFAC modeling

GHG Emissions Factor Calculation			
Year	CO2 (tons/mile)	CH4 (tons/mile)	N2O (tons/mile)
2020	0.000467923	3.05882E-08	2.98522E-08
2025	0.000403176	2.25691E-08	2.40088E-08
2030	0.000349872	1.87087E-08	2.03142E-08
2035	0.000318847	1.63738E-08	1.84899E-08
2040	0.000303224	1.50285E-08	1.77424E-08
2045	0.000296407	1.4356E-08	1.75702E-08

Appendix E.3

2045 MTP/SCS Greenhouse Gas Emissions Forecast Inventory - Land Use Sources



2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

Greenhouse Gas Emissions Forecast

prepared by

Association of Monterey Bay Area Governments

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prepared with the assistance of

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~~October 2021~~ February 2022



RINCON CONSULTANTS, INC.

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Executive Summary

In development of the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Monterey, San Benito and Santa Cruz Counties, Rincon Consultants, Inc. (Rincon) has calculated a greenhouse gas (GHG) emissions forecast for GHG emissions sources associated with land use, off-road vehicle use, and aviation in the AMBAG region. This GHG emissions forecast is based on the results of the 2019/2020 GHG emissions inventories developed by AMBAG using regional demographics projections and current and future legislative actions to estimate future GHG emissions levels. The 2019/2020 GHG emissions inventories include calculation of GHG emissions sources in each county, including:

- Off-road vehicle use
- Aviation
- Residential energy consumption
- Commercial/Industrial energy consumption
- Solid waste landfilling and generation
- Wastewater generation
- Agriculture

GHG emissions from on-road transportation are not included in this analysis. This GHG emissions source will be modeled at a later date by AMBAG through use of their on-road transportation model.

The GHG emissions forecast was developed to better understand how growth in the region could affect future GHG emissions in the years 2025, 2030, 2035, 2040, and 2045. The GHG emissions forecast presents two scenarios, a *Business-as-Usual Scenario* (BAU) which projects GHG emissions levels that scale with population, employment, and transportation growth consistent with County and regional projections, and a *Legislative Adjusted Scenario* (Adjusted), which accounts for the GHG emissions reduction that are expected to occur within the region from currently adopted state legislation. The legislation considered in this analysis includes the reductions in GHG emissions associated with increasingly renewable electricity required by Senate Bill (SB) 100, and reduced energy consumption in new residential construction associated with increasingly stringent Title 24 buildings codes.¹ The presentation of these two GHG emissions forecast scenarios allows for an understanding of how GHG emissions levels may evolve without any further action and how state legislation will contribute to reducing future GHG emissions levels.

While there are numerous pieces of state legislation that are expected to influence a reduction in GHG emissions levels throughout the State, not all can be directly attributed to the three counties in the AMBAG planning area due to variations in how the legislation is expected to be implemented. Table 1 provides a summary of these pieces of legislation and a justification of why they are, or are not, included in this analysis. All on-road transportation GHG emissions reduction related legislation is excluded, as on-road transportation GHG emissions are not included in this analysis.

¹ California has passed a suite of legislation intended to reduce GHG emissions from multiple sources and sectors; however, the implementation of this legislation varies across jurisdictions throughout the State. This analysis conservatively estimates GHG reductions from SB 100 and the 2019 Title 24 code cycle, as these are clearly implemented consistently throughout the State.

Table 1 State Legislation Considered in GHG Emissions Forecast

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1078 - Renewable Energy: California Renewables Portfolio Standard Program (2002)	Senate Bill 1078 created the Renewable Portfolio Standards (RPS) with an initial target of 20 percent renewable electricity by 2017. The California Public Utilities Commission (CPUC) regulates RPS rules for California's retail sellers of electricity. The California Energy Commission (CEC) administers the certification of electrical generation facilities as eligible renewable energy resources and regulates RPS requirements for public owned utilities. ¹	No	The RPS goals set by Senate Bill 1078 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Therefore, this bill is excluded from this GHG emissions forecast analysis.
Building Energy Efficiency Standards - Title 24 (Triennial updates since 2007)	California's energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission updates the Building Energy Efficiency Standards (Title 24) every three years by working with stakeholders in a public and transparent process. The Title 24 was first implemented in 1978, and since 2007 has had consistent triennial updates. ^{2,3}	Yes	The 2019 Title 24 code cycle is included in the GHG emissions forecast analysis to show energy efficiency increases in this most recent code cycle for new construction, as compared to the previous 2016 cycle. Previous code cycles are inherently included in existing buildings covered by the baseline GHG inventory through use of real electricity consumption data in the GHG emissions calculations. Therefore, only the 2019 Title 24 code cycle is considered in this analysis.
Low Carbon Fuel Standards Program (2009)	The California Low Carbon Fuel Standards Regulation (LCFS) was approved in 2009, with subsequent amendments in 2011, 2015, and 2018. The program is intended to reduce the carbon intensity of the State's transportation fuels, setting a goal for reducing the carbon intensity of the State fuel pool by at least 20 percent by 2030. The State provides financial incentives to increase the production of renewable and lower-carbon intensity fuels. ⁴	No	The LCFS regulation includes flexibility in how the reduction in fuel carbon intensity will be achieved to allow for renewable fuel markets to develop innovative renewable and low-carbon fuel techniques. Eligible fuel carbon intensity reductions can occur during fuel processing and from use of renewable fuels. This means that there could be numerous pathways in which the GHG reductions through the LCFS program are achieved, and these may not be directly from the tailpipe emissions that are considered in the baseline GHG inventory. As such, GHG reductions from the LCFS regulation are not considered in this analysis.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill X7-7 – Water Conservation Act (2009)	Senate Bill X7-7 requires that all water suppliers increase their water use efficiency. This bill establishes an urban water use reduction target of 20 percent below 2010 per capita daily water use levels by 2020. The most recent water use reduction targets are typically provided in 2015 Urban Water Management Plans (UWMPs). Many jurisdictions are currently in the process of developing 2020 UWMPs to provide updated detail on water use efficiency and reduction target progress. ⁵	No	Senate Bill X7-7's implementation results in GHG emissions reduction from reduced electricity consumption embedded in the water supply. These GHG reductions are not included in this analysis, because the proportion of total electricity consumption that could be attributed to water supply is not provided, and the attribution of any future energy consumption reductions would need to be disaggregated by each UWMP developed within the AMBAG planning area.
Assembly Bill 341 – Solid Waste Diversion (2011)	Assembly Bill 341 strives to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. The bill sets forth requirements of the statewide mandatory commercial recycling program, by requiring that commercial waste generators and multi-family residential dwellings arrange for recycling services. The bill sets specific requirements for waste reduction that are enforced by CalRecycle. A goal of 75 percent of solid waste generated be reduced, recycled, or composted by the year 2020. ⁶	No	Assembly Bill 341 aims to reduce waste sent to landfill before 2020, with GHG reductions achieved through the avoidance of landfill generated methane. Since the GHG emissions forecast analysis is considered for a post-2020 timeframe, the GHG reductions of Assembly Bill 341 may have already been achieved prior to this time period. As such, accounting for this bill in the GHG emissions forecast could result in double counting of GHG emissions reduction that may have already been achieved.
Senate Bill 350 – The Clean Energy and Pollution Reduction Act (2015)	Senate Bill 350 establishes an extension of the RPS requirements set by Senate Bill 1078, increasing RPS goals for retail electricity sales to 33 percent by 2020 and 50 percent by 2030. This bill also requires the state double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The implementation of the energy efficiency savings is done through the increasingly stringent building code standards of Title 24, and the reinvestment of revenue into customer end use energy efficiency programs by large utilities. ⁷	No	The RPS goals set by Senate Bill 350 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Additionally, the energy efficiency savings through this bill are partially accounted for through Title 24, which is accounted for in new construction in the GHG emissions forecast analysis. Since the energy efficiency savings targets include both Title 24 and additional energy efficiency programs, it is difficult to calculate to what degree this will reduce energy consumption in new construction versus existing buildings. Therefore, Title 24 is accounted for, but additional energy efficiency from this bill is not included.

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State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1383 – Short Lived Climate Pollutants (2016)	Senate Bill 1383 established a requirement that the California Air Resources Board implement a comprehensive strategy to reduce short lived climate pollutants emissions. This includes goals of reducing methane emissions by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also established reduction goals for landfilled organic waste of 50 percent below 2014 statewide disposal levels by 2020 and 75 percent below statewide disposal levels by 2025. ⁸	No	The implementation of organic waste reduction is expected to decrease methane emissions generated through the disposal of solid waste throughout the State; however, the implementation of policies to influence this reduction can vary between and within jurisdictions. Specifically, within the AMBAG planning area, there are rural and low population areas that may be exempt from the requirements of Senate Bill 1383. Since there is uncertainty with how these exemptions may influence the total organic waste reduction within the AMBAG planning area, GHG reductions are conservatively excluded from the GHG emissions forecast analysis.
Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (2017)	The Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, or Oil and Gas Regulation is designed to reduce methane emissions from oil and gas production, processing, storage, and transmission compressor stations. Entities regulated under the State’s Mandatory Greenhouse Gas Reporting Requirements (MRR) are required to take action to limit intentional and unintentional emissions from equipment and operation. ⁹	No	The GHG emissions reduction associated with the Oil and Gas Regulation is specific to entities regulated under the MRR. These methane emissions are not considered in the baseline GHG inventory for the AMBAG planning region, as they are monitored and regulated by CARB. As such these GHG emissions reductions are not included in the GHG emissions forecast analysis.
Senate Bill 100 - California Renewables Portfolio Standard Program: emissions of greenhouse gases (2018)	Senate Bill 100 provides an extension of the RPS targets established by Senate Bill 1078, creating additional targets of achieving 60 percent eligible RPS electricity retail sales by 2030, and 100 percent zero-carbon or RPS eligible retail sales by 2045. This bill also sets an exclusion of large hydroelectric energy generation as an RPS eligible renewable energy source. ¹⁰	Yes	The RPS goals set by Senate Bill 100 are included in this GHG emissions forecast analysis. As all retail providers of electricity will be required by the state to meet the established RPS goals, it is appropriate to include the associated reductions in GHG emissions from future electricity consumption.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
	¹ California Legislative Information. 2002. SB-1078 Renewable energy: California Renewables Portfolio Standard Program. Available: < https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078 >. Accessed June 23, 2021.		
	² California Energy Commission. ND. Building Energy Efficiency Standards - Title 24. Available: < https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards >. Accessed June 23, 2021.		
	³ California Energy Commission. ND. Past Building Energy Efficiency Standards. Available: < https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/past-building-energy-efficiency >. Accessed June 23, 2021.		
	⁴ California Air Resources Board. 2020. Low Carbon Fuel Standards Basics. Available: < https://ww2.arb.ca.gov/sites/default/files/2020-09/basics-notes.pdf >. Accessed June 23, 2021.		
	⁵ California Department of Water Resources. ND. SB X7-7. Available: < https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7 >. Accessed June 23, 2021.		
	⁶ CalRecycle. 2021. Mandatory Commercial Recycling. Available: < https://www.calrecycle.ca.gov/recycle/commercial >. Accessed June 23, 2021.		
	⁷ California Legislative Information. 2015. SB-350 Clean Energy and Pollution Reduction Act of 2015. Available: < https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350 >. Accessed June 23, 2021.		
	⁸ California Legislative Information. 2016. SB-1383 Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills. Available: < https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383 >. Accessed June 23, 2021.		
	⁹ University of California, Berkeley, Center for Law, Energy and the Environment. California Climate Policy Factsheet: Methane. Available: < https://www.law.berkeley.edu/wp-content/uploads/2019/11/Fact-Sheet-Methane.pdf >. Accessed June 23, 2021.		
	¹⁰ California Legislative Information. 2018. SB-100 California Renewables Portfolio Standard Program: emissions of greenhouse gases. Available: < https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100 >. Accessed June 23, 2021.		

The AMBAG planning area has a unique GHG emissions profile compared to many regions of the state due to the availability of electricity that is generated from primarily renewable and GHG-free sources delivered by Pacific Gas and Electric (PG&E) and Central Coast Community Energy (3CE). In the 2019/2020 GHG emissions inventory, 100 percent of PG&E's and 3CE's electricity was delivered as eligible GHG-free or renewable electricity, using the Power Content Label method for attributing GHG emissions associated with electricity.^{2,3} The Power Content Label method is the preferred method used to calculate GHG emission factors in the AMBAG region, as this allows a consistent comparison of GHG emission factors across all electricity providers. This resulted in GHG emissions associated with electricity use that were near zero in the 2019/2020 GHG emissions inventory. As such, the future GHG emissions impact of legislation that is intended to reduce GHG emissions from electricity consumption (e.g., SB 100 and Title 24) is small, since the GHG emissions from electricity in the region are already comparatively low.

The following section provides a summary of the GHG emissions forecast for both the BAU and Adjusted GHG emissions forecast scenarios for Monterey, San Benito, and Santa Cruz Counties, as well as a regional summary which combines GHG emissions from all three counties. The BAU forecast demonstrates how GHG emissions are expected to change with growth in each jurisdiction, while the Adjusted forecast demonstrates expected GHG emissions reductions that would occur as a result of SB 100 and the 2019 code cycle of Title 24.

² Pacific Gas and Electric. 2020. 2019 Power Content Label. Available: <https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2020/1220-PowerContent-ADA.pdf>. Accessed June 20, 2021.

³ Central Coast Community Choice Energy. 2020. 2019 Power Content Label. Available: <<https://3ccenergy.org/wp-content/uploads/2020/11/3CE2020-PCL-Postcard-Web-ADA-v7.pdf>>. Accessed June 21, 2021.

Monterey County GHG Emissions Forecast Results Summary

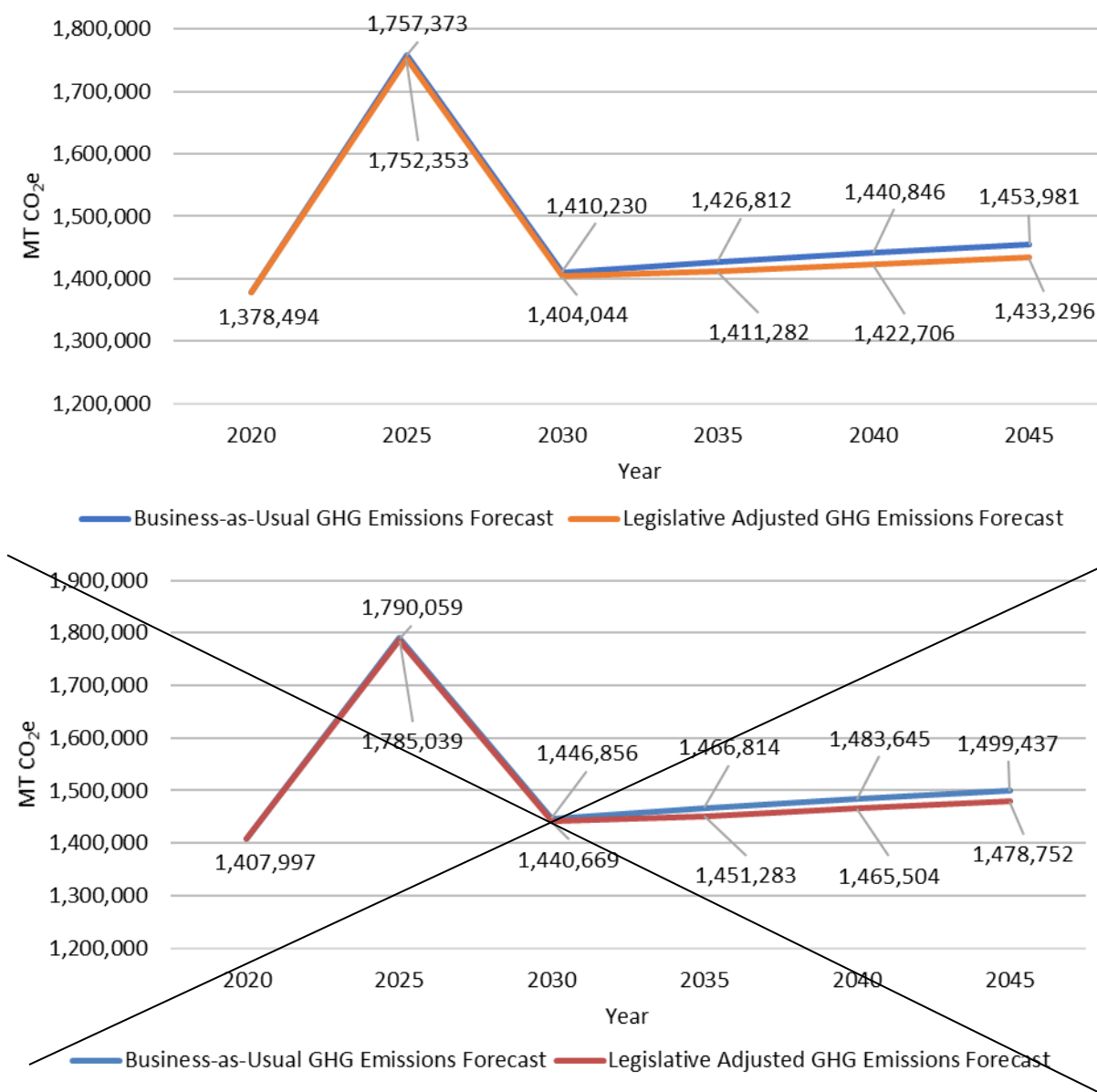
The GHG Emissions forecast for Monterey County projects an overall increase of GHG emissions with population, housing, and employment growth. Under the BAU scenario, GHG emissions are expected to increase 2.38 percent above 2020 GHG emissions levels by 2030, and 56.5 percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment in Monterey County. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be approximately one percent throughout the forecast period.

Figure 1 and Table 2 provide the results summary of the GHG emissions forecast for Monterey County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Table 2 Monterey County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>1,378,494</u> <u>07,997</u>	<u>1,757,373</u> <u>790,059</u>	<u>1,410,230</u> <u>446,856</u>	<u>1,426,812</u> <u>466,814</u>	<u>1,440,846</u> <u>483,645</u>	<u>1,453,981</u> <u>499,437</u>
Title 24 Reductions	0	2,895	1,853	2,658	3,197	3,613
SB 100 Reductions	0	2,124	4,333	12,873	14,944	17,073
Legislative Adjusted Forecast	<u>1,378,494</u> <u>407,997</u>	<u>1,752,353</u> <u>785,039</u>	<u>1,404,044</u> <u>440,669</u>	<u>1,411,282</u> <u>451,283</u>	<u>1,422,706</u> <u>465,504</u>	<u>1,433,296</u> <u>478,752</u>
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.4%	1.1%	1.32%	1.4%

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

Figure 1 Monterey County GHG Emissions Forecast Results Summary

San Benito County GHG Emissions Forecast Results Summary

The GHG Emissions forecast for San Benito County projects a decrease of GHG emissions through the forecast period, with the expected closure of the John Smith landfill in 2033 significantly reducing community GHG emissions.^{4,5} Under the BAU scenario, GHG emissions are expected to

⁴ Personal Communication. Email from AMBAG. March 5, 2021.

⁵ The methodology used for accounting for methane emissions from landfills considers the “methane commitment” of the waste disposed in landfills in a given year. The methane commitment represents the amount of methane that is expected to be emitted in the future as

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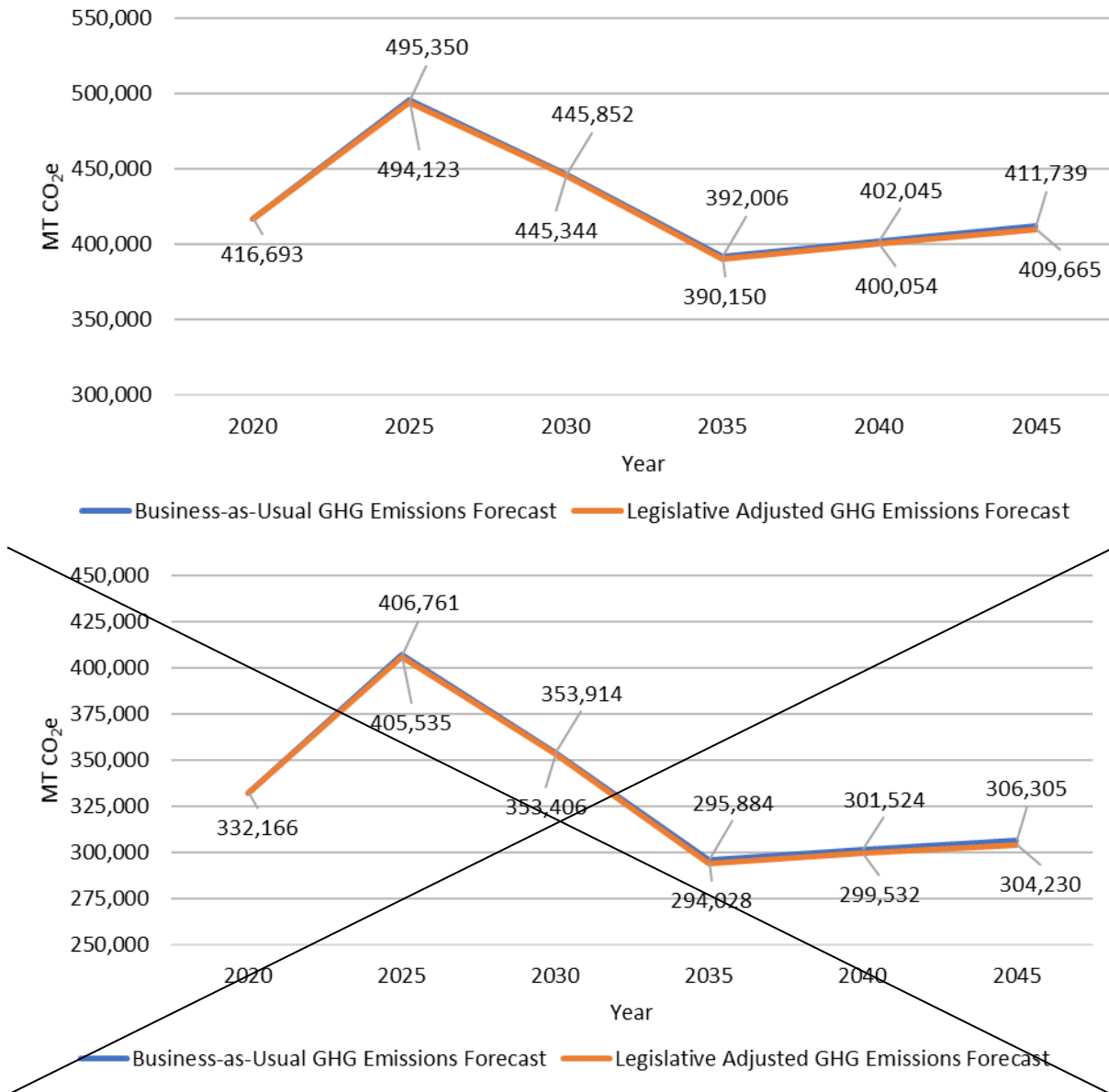
increase ~~7.0~~ ~~6.5~~ percent above 2020 GHG emissions levels by 2030, and then reduce to ~~1.2~~ ~~7.8~~ percent below 2020 levels by 2045. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be less than one percent throughout the forecast period.

Figure 2 and Table 3 provide the results summary of the GHG emissions forecast for San Benito County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Table 3 San Benito County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>416,693</u> 332,166	<u>495,350</u> 406,761	<u>445,852</u> 353,914	<u>392,006</u> 295,884	<u>402,045</u> 301,524	<u>411,739</u> 306,305
Title 24 Reductions	0	1,211	477	677	772	817
SB 100 Reductions	0	15	32	1,179	1,220	1,257
Legislative Adjusted Forecast	<u>416,693</u> 332,166	<u>494,123</u> 405,535	<u>445,344</u> 353,406	<u>390,150</u> 294,028	<u>400,054</u> 299,532	<u>409,665</u> 304,230
Percent Reduction in GHG Emissions from Legislation	0.0%	0.2 3 %	0.1%	0.5 6 %	0.5 7 %	0.5 7 %
Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO ₂ e)						

waste decays. Although there will be expected GHG emissions in the future from waste sent to landfill prior to the landfill closure date, these GHG emissions are accounted for in the year that waste was disposed in landfill. Additionally, the waste accounted for in disposal at this landfill only includes waste generated outside of Monterey, San Benito, and Santa Cruz Counties, and it is assumed that after the closure of the facility within the AMBAG planning area, waste generated by outside jurisdictions would go to existing or new landfills outside of the AMBAG planning area. As such, it is appropriate to assume the waste sent to the landfill within the AMBAG planning area would be zero after closure.

Figure 2 San Benito County GHG Emissions Forecast Results Summary

Santa Cruz County GHG Emissions Forecast Results Summary

The GHG Emissions forecast for Santa Cruz County projects an increase of GHG emissions associated with population, housing, and employment growth. Under the BAU scenario, GHG emissions are expected to increase 2.9 ~~3.0~~ percent above 2020 GHG emissions levels by 2030, and 7.0 ~~6~~ percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment in Santa Cruz County. A significant increase in GHG emissions is expected between 2020 and 2025 due to increased GHG emissions associated with electricity delivered by 3CE caused by a potential increase in GHG-generating electricity sources; however, these emissions would

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decrease again leading up to 2030, and are expected to remain low compared to 2025 levels for the remainder of the forecast period. SB 100 and Title 24 are expected to provide reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction; however, since GHG emissions associated with electricity consumption are already relatively low, the GHG reduction impact of these is minimal. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be less than one percent throughout the forecast period.

Figure 3 and Table 4 provide the results summary of the GHG emissions forecast for Santa Cruz County, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Figure 3 Santa Cruz County GHG Emissions Forecast Results Summary

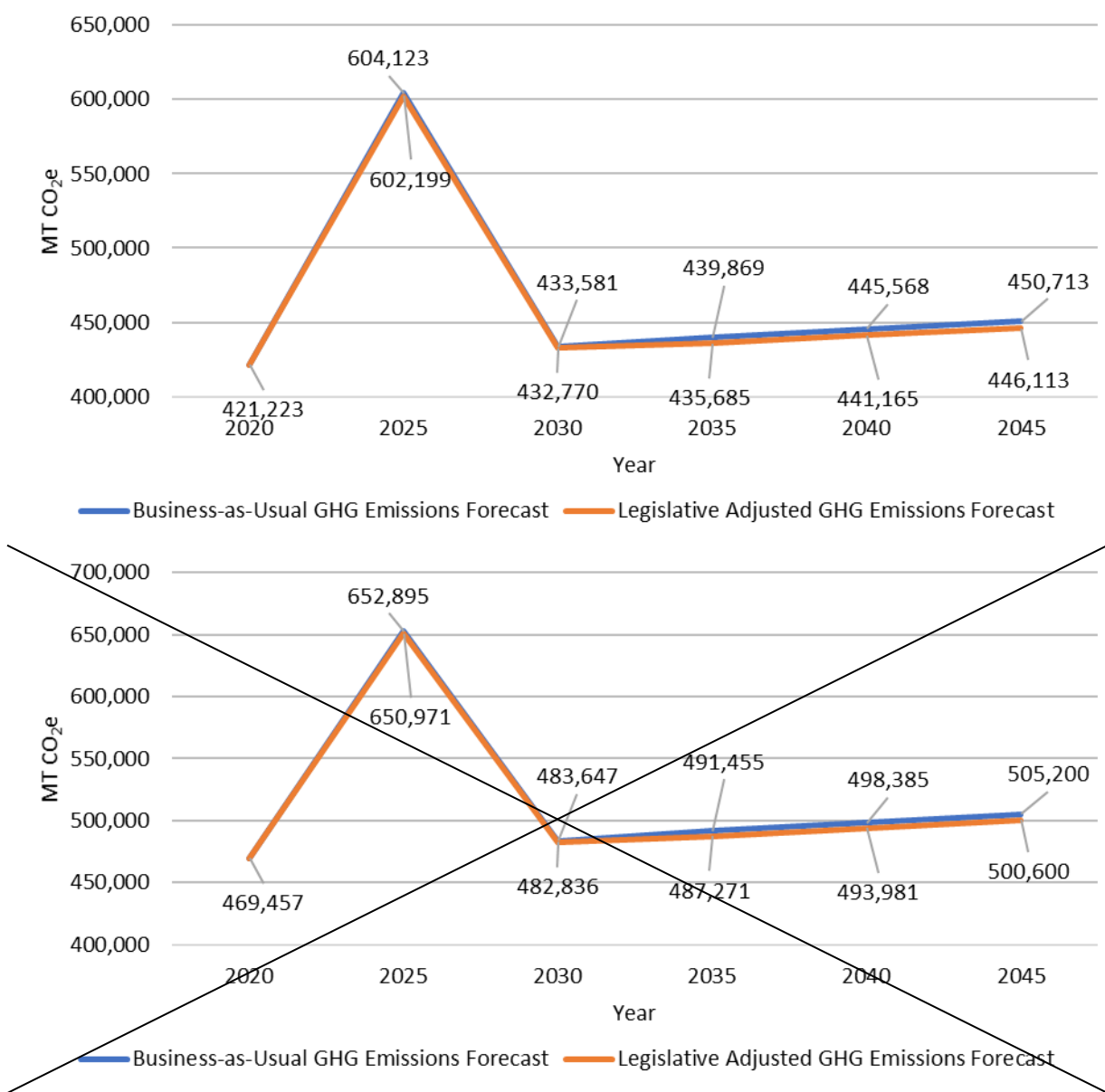


Table 4 Santa Cruz County GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>421,223</u> 46 9,457	<u>604,123</u> 65 2,895	<u>433,581</u> 48 3,647	<u>439,869</u> 49 1,455	<u>445,568</u> 49 8,385	<u>450,713</u> 50 5,200
Title 24 Reductions	0	1,831	621	778	871	939
SB 100 Reductions	0	93	190	3,406	3,532	3,661
Legislative Adjusted Forecast	<u>421,223</u> 46 9,457	<u>602,199</u> 65 0,971	<u>432,770</u> 48 2,836	<u>435,685</u> 48 7,271	<u>441,165</u> 49 3,981	<u>446,113</u> 50 0,600
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.2%	<u>1.0</u> -9%	<u>1.0</u> -9%	<u>1.0</u> -9%

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

AMBAG Regional GHG Emissions Forecast Results Summary

The GHG Emissions forecast for the entire AMBAG planning area, including Monterey, San Benito, and Santa Cruz Counties estimates a similar growth trajectory as the individual counties, with a long-term trend of GHG emissions level growth and a spike in emissions in 2025 due to 3CE electricity. Under the BAU scenario, GHG emissions are expected to increase 3.3 4 percent above 2020 GHG emissions levels by 2030, and 4.5 6 percent by 2045. This increase in GHG emissions is driven by growth in population, housing, and employment. The overall GHG emissions reduction seen in San Benito County in the forecast period provide some influence towards reduction in GHG emissions growth; however, since the total GHG emissions of San Benito County represent approximately 15 percent of the total region's GHG emissions, this influence is minor. Similar to the individual counties, SB 100 and Title 24 are expected to provide some reductions in GHG emissions resulting from electricity consumption and residential natural gas consumption in new construction due to the already low GHG emission factors associated with electricity consumption. Overall, the GHG emissions reduction impact of SB 100 and Title 24 is expected to be approximately one percent throughout the forecast period.

Figure 4 and Table 5 provide the results summary of the GHG emissions forecast for AMBAG region, including the BAU forecast, Adjusted forecast, and the expected GHG emissions reduction from legislation.

Figure 4 AMBAG Regional GHG Emissions Forecast Results Summary

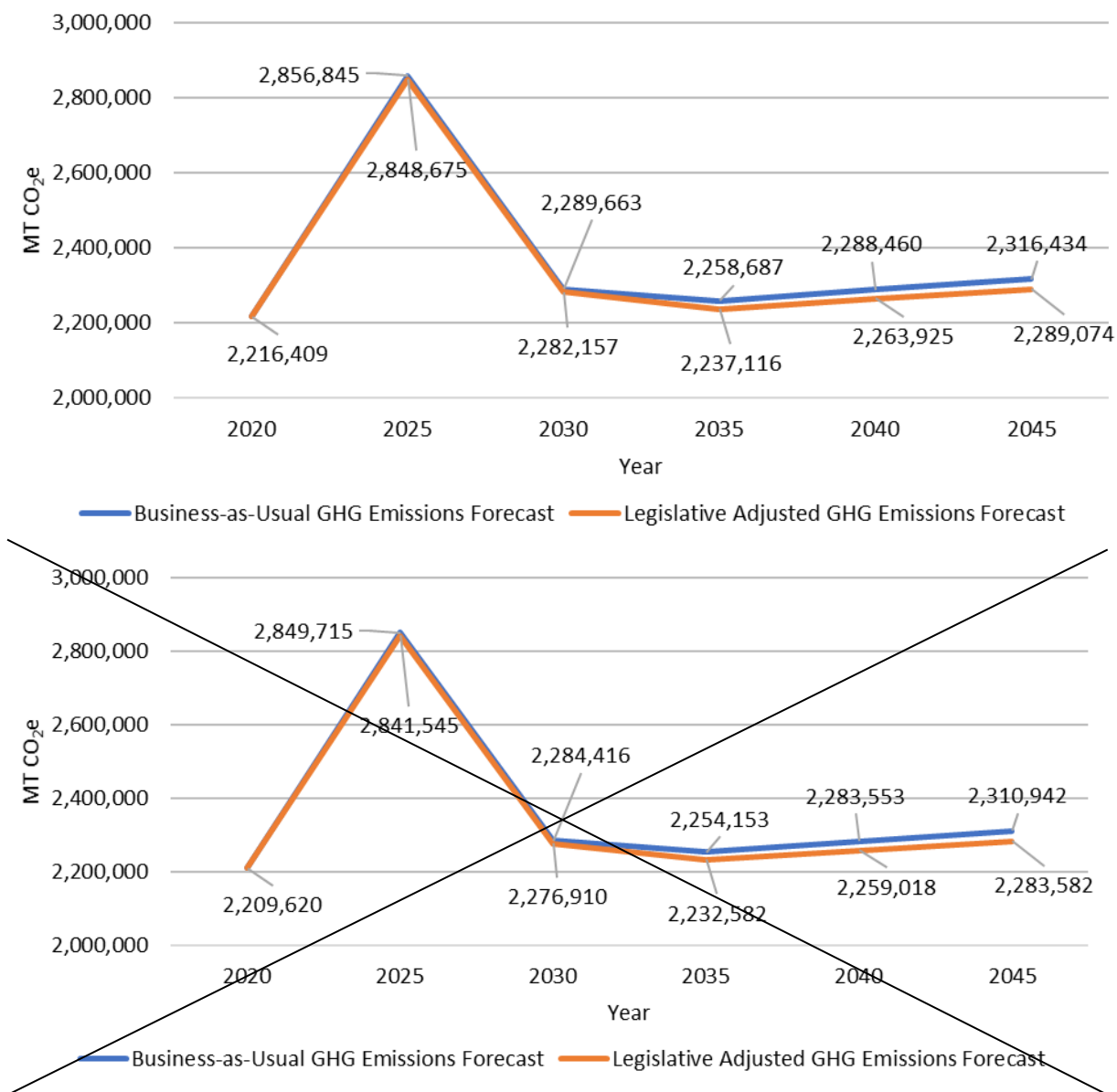


Table 5 AMBAG Regional GHG Emissions Forecast Results Summary

Forecast Scenario	2020	2025	2030	2035	2040	2045
Business-as-Usual Forecast	<u>2,216,409</u> 209,620	<u>2,856,845</u> 849,715	<u>2,289,663</u> 284,416	<u>2,258,687</u> 254,153	<u>2,288,460</u> 283,553	<u>2,316,434</u> 310,942
Title 24 Reductions	0	5,937	2,951	4,113	4,840	5,369
SB 100 Reductions	0	2,233	4,555	17,458	19,695	21,991
Legislative Adjusted Forecast	<u>2,216,409</u> 209,620	<u>2,848,675</u> 841,545	<u>2,282,157</u> 276,910	<u>2,237,116</u> 232,582	<u>2,263,925</u> 259,018	<u>2,289,074</u> 283,582
Percent Reduction in GHG Emissions from Legislation	0.0%	0.3%	0.3%	1.0%	1.1%	1.2%
Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO ₂ e)						

1 Introduction

In development of the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Monterey, San Benito and Santa Cruz Counties, Rincon Consultants, Inc. (Rincon) has calculated a greenhouse gas (GHG) emissions forecast for GHG emissions sources associated with land use in the AMBAG planning area. This GHG emissions forecast is based on the results of the 2019/2020 GHG emissions inventories developed by AMBAG using regional demographics projections to estimate future GHG emissions levels. By calculating the difference between the forecasted GHG emissions and GHG emissions goals determines the gap to be closed through local climate action policies.

The GHG emissions forecast was developed to better understand how population and job growth in the region could affect future GHG emissions in the years 2025, 2030, 2035, 2040, and 2045. The GHG emissions forecast presents two scenarios, a *Business-as-Usual Scenario* (BAU) which projects GHG emissions levels that scale with population, employment, and transportation growth consistent with County and regional projections, and a *Legislative Adjusted Scenario* (Adjusted), which accounts for the GHG emissions reduction that are expected to occur from currently adopted legislation. The legislation considered in this analysis includes the reductions in GHG emissions associated with increasingly renewable electricity required by Senate Bill (SB) 100, and reduced energy consumption in new residential construction associated with increasingly stringent Title 24 buildings codes.⁶ The presentation of these two GHG emissions forecast scenarios allows for an understanding of how GHG emissions levels may evolve without any further action and how state-level legislation will contribute to reducing future GHG emissions levels.

1.1 GHG Emissions Sectors and Sources

The GHG emissions forecast presented herein is based on the 2019/2020 GHG emissions inventories calculated by AMBAG for the Monterey Bay region, specifically for Monterey, San Benito, and Santa Cruz Counties, including all incorporated and unincorporated areas. The GHG emissions sources included in this analysis align with those in the GHG inventories, which includes GHG emissions sources related to land use and non-road fuel consumption on the AMBAG planning area. On-road vehicle GHG emissions are excluded from this analysis, as those emissions will be addressed separately by AMBAG through modeling of regional vehicle travel and GHG emissions rates. The GHG emissions sectors and associated sources included in this analysis are provided in Table 6.

⁶ California has passed a suite of legislation intended to reduce GHG emissions from multiple sources and sectors; however, the implementation of this legislation varies across jurisdictions throughout the State. This analysis conservatively estimates GHG reductions from SB 100 and the 2019 Title 24 code cycle, as these are clearly implemented consistently throughout the State. A detailed discussion of legislation not included in this analysis is provided in Section 4.1 California GHG Reduction Legislation.

Table 6 GHG Emissions Forecast GHG Emissions Sectors and Sources

GHG Emissions Sector	GHG Emissions Source
Transportation	Aviation Fuel Sales
	Off-road Gasoline Consumption
	Off-road Diesel Consumption
	Off-road Natural Gas Consumption
Residential	Residential Electricity Consumption ¹
	Residential Natural Gas Consumption
Commercial/Industrial	Commercial/Industrial Electricity Consumption ¹
	Commercial/Industrial Natural Gas Consumption
Wastewater	Fugitive Emissions from Septic Systems
	Process N ₂ O Emissions from Wastewater Treatment
	Process N ₂ O from Effluent Discharge
Solid waste	Solid Waste Disposed at Landfills in Jurisdiction Boundaries
	Community Generated Solid Waste
Agricultural	Nitrogen Fertilizer Application
	Livestock Enteric Fermentation
	Livestock Manure management

¹ Electricity Consumption includes electricity provided by Pacific Gas and Electric, Central Coast Community Energy, and King City Community Power.

1.2 Greenhouse Gases

According to the International Council for Local Environmental Initiatives (ICLEI) methodologies, specifically, the *U.S. Community Protocol for Accounting and Reporting Greenhouse Gas Emissions* Version 1.2, local governments should assess emissions of six internationally recognized GHGs.⁷ These gases are outlined in Table 7, which includes their sources and global warming potential (GWP).⁸ This GHG emissions forecast was prepared in conformance with ISO 14064-1 and therefore, uses the 100-year GWP values published in the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5).⁹ The GWP refers to the ability of each gas to trap heat in the atmosphere. For example, one pound of methane has 28 times more heat capturing potential than one pound of carbon dioxide. This report focuses on the three GHGs most relevant to local government policymaking: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These gases comprise a large majority of GHG emissions at the community level. The other gases,

⁷ ICLEI – Local Government for Sustainability. 2019 US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions Version 1.2.

⁸ According to the United States Environmental Protection Agency (USEPA), the GWP was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period of time, relative to the emissions of one ton of carbon dioxide. Source: USEPA. 2017. Understanding Global Warming Potentials. Available: <<https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>>. Accessed June 21, 2021.

⁹ International Organization for Standardization (ISO). 2018. ISO 14064-1:2018 Greenhouse gases — Part 1: Specification with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals. Available: <<https://www.iso.org/standard/66453.html>>. Accessed June 21, 2021

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hydrofluorocarbons, perfluorocarbons, and sulfur hexafluorides are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the state level and therefore, have been excluded from this inventory. GHG emissions are reported in metric tons of carbon dioxide equivalent (MT CO₂e) units, per standard practice. When dealing with an array of emissions, the gases are converted to their carbon dioxide equivalents for comparison purposes.

Table 7 Summary of Greenhouse Gas Emission

Greenhouse Gas	Formula	Source	GWP (CO ₂ e)
Carbon Dioxide	CO ₂	Combustion	1
Methane	CH ₄	Combustion, anaerobic decomposition of organic waste (landfills, wastewater treatment plants), fuel handling	28
Nitrous Oxide	N ₂ O	Combustion and wastewater treatment	265
Hydrofluorocarbons	Various	Leaking refrigerants and fire suppressants	4 – 12,400
Perfluorocarbons	Various	Aluminum production, semiconductor manufacturing, HVAC equipment manufacturing	6,630 – 11,100
Sulfur Hexafluoride	SF ₆	Transmission and distribution of power	23,500

GWP = global warming potential; CO₂e = carbon dioxide equivalent

Source: Intergovernmental Panel on Climate Change (IPCC). 2014. Fifth Assessment Report AR5. Chapter 8: Anthropogenic and Natural Radiative Forcing. Available: <https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf>. Accessed June 21, 2021.

The analysis presented in the following sections provides an overview of the 2019/2020 GHG emissions inventory used as a baseline for the GHG emissions forecast, and then provides the methodology and detailed results of the BAU and Adjusted forecasts for the three counties in the AMBAG planning area.

2 Baseline 2019/2020 GHG Emissions Inventory

The GHG emissions forecast analysis presented here is based upon the GHG emissions levels from each emissions source as calculated in the 2019/2020 GHG emissions inventory developed by AMBAG. It is essential to present the results of this *baseline* GHG inventory to understand the data and calculations used to project future GHG emissions in the BAU forecast. The baseline GHG emissions inventory provides a detailed assessment of GHG emissions from each of the emissions sectors and sources described previously.

2.1 Monterey County Baseline GHG Emissions Inventory

The results for the Monterey County 2019/2020 baseline GHG Inventory are provided in Table 8, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 8 Monterey County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	1,027	<1	<1	1,030	123,528	Gallons
JET-A Fuel Sales	4,763	<1	<1	4,779	488,538	Gallons
Monterey Regional Airport	41,282	0	0	41,282	0	NA ¹
Off-road Natural Gas	<u>3,990</u> 4,613	<1	<1	<u>4,089</u> 4,613	<u>702,541</u> 702,541	Gallons
Off-road Diesel	<u>110,301</u> 110,126	<u>3</u> <1	<u>5</u> <1	<u>111,736</u> 110,126	<u>10,803,275</u> 10,786,086	Gallons
Off-road Gasoline	<u>19,746</u> 50,954	<u>19</u> 2,8780	<u>1,26631</u>	<u>20,364</u> 50,954	<u>2,248,996</u> 5,755,965	Gallons
Residential						
Electricity - 3CE	3,000	10	7	5,036	161,971,269	kWh
Electricity - PG&E	29	<1	<1	51	23,987,578	kWh
Electricity - KCCP	2,733	<1	<1	2,744	12,135,267	kWh
Natural Gas	273,416	26	1	274,275	51,568,504	therms
Commercial/Industrial						
Electricity - PG&E	372	5	1	652	106,137,315	kWh
Electricity - 3CE	6,525	22	14	10,954	139,854,829	kWh
Electricity - KCCP	5,983	<1	<1	6,008	26,566,071	kWh
Natural Gas	336,309	32	1	337,365	63,430,578	therms

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GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Wastewater						
Fugitive Emissions from Septic Systems	0	191	0	5,362	44,130	Population
Process N ₂ O from Wastewater Treatment	0	0	2	421	397,174	Population
Process N ₂ O from Effluent Discharge	0	0	31	8,110	397,174	Population
Solid Waste						
Monterey Peninsula Landfill	0	3,508	0	98,232	390,189	Tons of waste
Johnson Canyon Sanitary Landfill	0	9	0	242	959	Tons of waste
Community Generated Solid Waste	0	4,818	0	134,893	535,811	Tons of waste
Agricultural						
Enteric Fermentation	0	5,514	0	154,380	NA ²	Heads of Livestock
Manure Management	0	126	106	31,727	NA ²	Heads of Livestock
Nitrogen Fertilizer Application	0	0	471	124,762	NA ²	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; kWh = kilowatt-hour

¹ Activity data for Monterey Regional Airport was not provided.

² Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

2.2 San Benito County Baseline GHG Emissions Inventory

The results for the San Benito County 2019/2020 baseline GHG inventory are provided in Table 9, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 9 San Benito County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	347	<1	<1	348	41,703	Gallons
JET-A Fuel Sales	2,467	<1	<1	2,475	252,995	Gallons
Off-road Diesel	<u>38,998</u> 23,933	<u>1</u> <1	<u>2</u> <1	<u>39,506</u> 23,933	<u>3,819,616</u> 2,344,109	Gallons
Off-road Gasoline	<u>70,941</u> 4,132	<u>68</u> <1	<u>1</u> <1	<u>73,161</u> 4,132	<u>8,079,831</u> 466,799	Gallons
Off-road Natural Gas	<u>570</u> 659	<1	<1	<u>584</u> 659	<u>100,401</u> 100,401	Gallons
Residential						
Electricity - 3CE	518	2	1	870	114,380,637	kWh
Electricity - PG&E	22	<1	<1	38	17,725,167	kWh
Natural Gas	36,642	3	<1	36,757	6,910,951	therms
Commercial/Industrial						
Electricity - 3CE	1,059	4	2	1,777	233,588,651	kWh
Electricity - PG&E	17	<1	<1	30	14,175,965	kWh
Natural Gas	46,599	4	0	46,745	8,788,887	therms
Wastewater						
Fugitive Emissions from Septic Systems	0	27	0	747	6,151	Population
Process N ₂ O from Wastewater Treatment	0	0	<1	59	55,362	Population
Process N ₂ O from Effluent Discharge	0	0	5	1,227	55,362	Population
Solid Waste						
John Smith Landfill	0	2,032	0	56,908	226,045	Tons of waste
Community Generated Solid Waste	0	867	0	24,268	96,397	Tons of waste
Agricultural						
Enteric Fermentation	0	0	52	13,727	NA ¹	Heads of Livestock
Manure Management	0	3,501	0	98,039	NA ¹	Heads of Livestock
Nitrogen Fertilizer Application	0	63	67	19,425	NA ¹	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; kWh = kilowatt-hour

¹ Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

2.3 Santa Cruz County Baseline GHG Emissions Inventory

The results for the Santa Cruz County 2019/2020 baseline GHG emissions inventory are provided in Table 10, including GHG emissions totals from each source and the activity data used to calculate GHG emissions.

Table 10 Santa Cruz County Baseline 2019/2020 GHG Emissions Inventory Summary

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Transportation						
Aviation Gasoline Fuel Sales	1,296	<1	<1	1,301	156,000	Gallons
JET-A Fuel Sales	928	<1	<1	931	95,156	Gallons
Off-road Diesel	<u>28,598</u> 51,934	<u>1</u> <1	<u>1</u> <1	<u>28,971</u> 51,934	<u>2,801,025</u> 5,086,596	Gallons
Off-road Gasoline	<u>14,577</u> 39,813	<u>14</u> 2	<u><1</u> <1	<u>15,034</u> 39,813	<u>1,660,287</u> 4,497,473	Gallons
Off-road Natural Gas	<u>3,741</u> 4,325	<u>1</u> <1	<1	<u>3,834</u> 4,325	<u>658,653</u> 658,653	Gallons
Residential						
Electricity - 3CE	2,464	8	5	4,136	543,716,284	kWh
Electricity - PG&E	12	<1	<1	21	9,697,893	kWh
Natural Gas	172,763	16	<1	173,306	32,584,537	therms
Commercial/Industrial						
Electricity - 3CE	2,077	7	5	3,486	458,241,683	kWh
Electricity - PG&E	230	3	<1	402	189,028,386	kWh
Natural Gas	108,251	10	<1	108,591	20,416,942	therms
Wastewater						
Fugitive Emissions from Septic Systems	0	118	0	3,311	27,250	Population
Process N ₂ O from Wastewater Treatment	0	0	1	260	245,251	Population
Process N ₂ O from Effluent Discharge	0	0	19	5,008	245,251	Population
Solid Waste						
Buena Vista Landfill	0	1	0	19	77	Tons of waste
Community Generated Solid Waste	0	2,128	0	59,576	236,643	Tons of waste
Agricultural						
Enteric Fermentation	0	0	25	6,564	NA ¹	Heads of Livestock
Manure Management	0	202	0	5,652	NA ¹	Heads of Livestock

GHG Emissions Sector/Source	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)	Activity Data	Activity Data Units
Nitrogen Fertilizer Application	0	3	3	821	NA ¹	Acreage of Crops

Notes: Values in this table may not add up to totals due to rounding.

NA = not applicable; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; kWh = kilowatt-hour

¹ Agricultural GHG emissions use a breakdown of livestock and crop types in the county, resulting in numerous activity data values.

3 Business-as-Usual GHG Emissions Forecast

A BAU GHG emission forecast uses demographic projections and modeled off-road transportation emissions to estimate future GHG emissions without the influence of any GHG reduction legislation or policies. The BAU forecast is based on growth projected trends in population, and employment over time, consistent with County and regional projections. The BAU forecast does not account for GHG emissions reduction associated with local GHG reduction measures or legislative actions. BAU forecasts were estimated for 2020, 2025, 2030, 2035, 2040 and 2045.

The BAU GHG emissions projections were calculated based on the guidance of the Association of Environmental Professionals 2012 whitepaper *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*.¹⁰ To develop a GHG emissions forecast, the appropriate “growth metrics” (e.g., population, housing and employment projections) are multiplied by BAU “growth indicators”, which represent a baseline metric developed from the baseline GHG emissions inventory. This allows for projections of activity data that can be converted into GHG emissions estimates using specific GHG emissions factors, which is assumed to be the same in the future as in the baseline GHG emissions inventory.¹¹ The result is a BAU forecast in which GHG emissions change with time in relation to demographics, with the assumption that GHG emissions rates and activity data will continue in the future as they did in the year of the 2019/2020 GHG emissions inventory. This methodology is used for all GHG emissions sectors and sources include in the 2019/2020 GHG emissions inventory, with the exception of off-road transportation and agriculture. Off-road transportation emissions were projected from fuel consumption activity data obtained from the California Air Resources Board (CARB) *OFFROAD2021 (v1.0.1) Emissions Inventory*.¹² ~~OFFROAD 2017 model.~~¹³ For projections of agriculture GHG emissions, changes in crop production and livestock inventories are difficult to project, which is discussed further later in this section.

The following provides an overview of the growth metrics, growth indicators, and GHG emissions factors used to project GHG emissions for each of the three counties BAU forecast calculations. Additional discussion of the projections for off-road fuel consumption and agricultural GHG emissions are also provided in this section.

3.1 Growth Metrics

GHG emissions are largely driven by consumption of fuel and energy, and generation of solid waste and wastewater by residents, households, and employees in a jurisdiction. As such, as population and employment grow over time, it is expected that GHG emissions levels will also grow. In a BAU

¹⁰ Association of Environmental Professionals (AEP). 2012. *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*. Available: < https://califaep.org/docs/Forecasting_and_Target_Setting.pdf>. Accessed June 20, 2021.

¹¹ An exception to the use of the baseline 2019/2020 GHG emissions inventory GHG emission factor is for electricity provided by 3CE. 3CE has published expected GHG emission factors for the years 2018 through 2030. These changes in GHG emission factors are not a result of any policy or legislation, and as such are appropriate to include as the BAU forecast. The GHG emission factors for 3CE are discussed further in Section 3.5.1 3CE BAU GHG Emissions Factors.

¹² California Air Resources Board. 2021. *OFFROAD2021 (v1.0.1) Emissions Inventory*. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022.

¹³ ~~California Air Resources Board. 2017. OFFROAD2017 – ORION. Available: <<https://www.arb.ca.gov/orion/>>. Accessed June 20, 2021.~~

forecast, this growth is assumed to be the primary metric for determining changes in future GHG emissions. For the AMBAG planning area, specifically, the growth and demographic projections developed as part of the 2045 MTP/SCS are used as the growth metrics for the BAU GHG emissions forecast.

Growth projections were provided by AMBAG for each of the three counties in the planning area. These projections, used as growth metrics for the BAU forecast, are provided in Table 11.

Table 11 AMBAG Regional Growth Metrics for BAU Forecast

Growth Metric	2020	2025	2030	2035	2040	2045
Monterey County						
Population	441,143	452,761	467,068	476,028	483,884	491,443
Housing	141,764	146,716	153,852	159,100	162,612	165,328
Employment	243,015	245,054	249,613	253,918	258,553	263,437
Service Population	684,158	697,815	716,681	729,946	742,437	754,880
San Benito County						
Population	62,353	69,324	73,778	77,638	80,788	83,366
Housing	19,913	21,721	23,333	24,773	25,452	25,775
Employment	23,263	23,572	24,203	24,802	25,475	26,126
Service Population	85,616	92,896	97,981	102,440	106,263	109,492
Santa Cruz County						
Population	271,233	278,641	284,146	288,523	293,156	294,967
Housing	106,135	109,208	111,201	112,479	113,243	113,797
Employment	140,002	141,391	144,316	147,125	150,119	153,261
Service Population	411,235	420,032	428,462	435,648	443,275	448,228

3.2 Growth Indicators

Growth indicators were developed from the baseline 2019/2020 GHG emissions inventories by dividing the activity data for each emissions source by the appropriate metric for the year 2020. The appropriate metric used for each growth indicator is developed based on the relevance of the GHG emissions source. For example, residential energy consumption would be expected to grow with the number of new households, commercial/industrial energy consumption would be expected to grow with the number of new jobs, and total solid waste generation would be expected to grow with both residents and employment (service population). Table 12 provides the metrics that were associated with each GHG emissions sector to develop growth indicators and project GHG emissions from each GHG emissions source in the respective sectors.

Table 12 Growth Metrics and Associated GHG Emissions Sectors

GHG Emissions Sector	Associated Growth Metric
Transportation	Service Population
Residential	Households
Commercial/Industrial	Employment
Wastewater	Service Population
Solid waste	Service Population

The growth indicators for each of the three counties are provided in Table 13 for each GHG emissions source, excluding agriculture and off-road fuel consumption.

Table 13 Growth Indicators for BAU Forecast

GHG Emissions Source	Monterey County	San Benito County	Santa Cruz County	Units
Transportation				
Aviation Gasoline Fuel Sales	0.1806	0.4871	0.3793	Gallons/SP
JET-A Fuel Sales	0.7141	2.9550	0.2314	Gallons/SP
Monterey regional Airport	0.06034	NA	NA	MT CO ₂ e/SP
Residential				
Electricity - 3CE	4,669.53	5,744.02	5,122.87	kWh/Household
Electricity - PG&E	169.21	890.13	91.37	kWh/Household
Electricity - KCCP	85.60	NA	NA	kWh/Household
Natural Gas	363.76	347.06	307.01	therms/Household
Commercial/Industrial				
Electricity – 3CE	5,924.96	10,041.21	3,273.11	kWh/Employment
Electricity – PG&E	1,259.75	609.38	1,350.18	kWh/Employment
Electricity – KCCP	109.32	NA	NA	kWh/Employment
Natural Gas	261.02	377.81	145.83	therms/Employment
Wastewater				
Fugitive Emissions from Septic Systems	0.0002799	0.0003118	0.0002875	MT CH ₄ /SP
Process N ₂ O from Wastewater Treatment	0.0000023	0.0000026	0.0000024	MT N ₂ O/SP
Process N ₂ O from Effluent Discharge	0.0000447	0.0000541	0.0000460	MT N ₂ O/SP
Solid Waste				
Monterey Peninsula Landfill	0.5703	NA	NA	Tons of Waste/SP
Johnson Canyon Sanitary Landfill	0.001402	NA	NA	Tons of Waste/SP
John Smith Landfill	NA	2.6402	NA	Tons of Waste/SP
Buena Vista Landfill	NA	NA	0.0001872	Tons of Waste/SP
Community Generated Solid Waste	0.7832	1.1259	0.5754	Tons of waste/SP

Notes: NA = not applicable; SP = service population; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; kWh = kilowatt-hour

3.2.1 Solid Waste BAU Growth Adjustments

The growth of waste disposal activity data was forecasted using the above growth metrics and growth indicators; however, adjustments were made to the waste disposal at specific landfills in the AMBAG planning area based on expected closure dates of landfills.¹⁴ The following landfill closure dates were incorporated into the BAU GHG emissions projections:

- Buena Vista landfill closure in 2033.
- John Smith Landfill closure in 2032.

The waste disposal activity data for these landfills were set to zero after the closure year, while growth in waste disposal activity data prior to the closure year was conservatively assumed to grow with service population.¹⁵

3.3 BAU Off-road Activity Data

Activity data for the forecast of off-road GHG emissions was modeled separately from the above growth metrics and growth indicators, ~~using several off-road models~~ the CARB OFFROAD2021 (v1.0.1) Emissions Inventory.¹⁶ ~~This database provides annual fuel consumption totals for various off-road equipment types in California counties. These included CARB's OFFROAD2017 model which breaks down regional fuel consumption by equipment class, the SORE2020 model for lawn and garden equipment data, the SORE2020 model for transportation refrigeration units' data, RV2018 for recreational vehicle data, and PC2014 for pleasure craft data. The database compiles the outputs from the most up-to-date off-road emissions models developed by CARB. These OFFROAD2021 database was queried. These models were run for each of the three counties for the forecast years to obtain fuel consumption for gasoline, diesel, and natural gas/liquefied petroleum gas. Based on the CARB 2019 Update to Inventory for Ocean-Going Vessels At Berth: Methodology and Results, the harbors of Monterey and Santa Cruz are not included as ports for which fuel consumption and emissions are modeled in CARB off-road fuel consumption models.~~¹⁷ As such, fuel consumption attributed to the Ocean Going Vessels was excluded from the CARB OFFROAD2021 ~~17OFFROAD2017~~ forecast activity data, as these are primarily attributed to pass-through emissions and not under operational control of the counties. Further, all activity data relating to locomotives and military tactical support was excluded. These sectors are considered outside of these jurisdictions' operational control. The results of the models were summarized for each county, as provided in Table 14.

¹⁴ Personal Communication. Email from AMBAG. March 5, 2021.

¹⁵ The methodology used for accounting for methane emissions from landfills considers the "methane commitment" of the waste disposed in landfills in a given year. The methane commitment represents the amount of methane that is expected to be emitted in the future as waste decays. Although there will be expected GHG emissions in the future from waste sent to landfill prior to the landfill closure date, these GHG emissions are accounted for in the year that waste was disposed in landfill. Additionally, the waste accounted for in disposal at this landfill only includes waste generated outside of Monterey, San Benito, and Santa Cruz Counties, and it is assumed that after the closure of the facility within the AMBAG planning area, waste generated by outside jurisdictions would go to existing or new landfills outside of the AMBAG planning area. As such, it is appropriate to assume the waste sent to the landfills within the AMBAG planning area would be zero after closure.

¹⁶ California Air Resources Board. 2021. OFFROAD2021 (v1.0.1) Emissions Inventory. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022.

¹⁷ California Air Resources Board. 2019. 2019 Update to Inventory for Ocean-Going Vessels At Berth: Methodology and Results. Available: <https://ww3.arb.ca.gov/msei/offroad/pubs/2019_ogv_inventory_writeup_ver_oct_18_2019.pdf>. Accessed August 20, 2021.

Table 14 BAU Forecast Off-road Fuel Consumption (gallons/year)

Off-road Fuel Category	2020	2025	2030	2035	2040	2045
Monterey County						
OFFROAD2017 Monterey County						
Diesel	<u>10,803,275</u> 10,592,025	<u>11,214,516</u> 11,237,506	<u>11,501,909</u> 11,785,094	<u>11,520,984</u> 11,978,020	<u>11,570,733</u> 12,140,565	<u>11,643,867</u>
Gasoline	<u>2,248,996</u> 1,499,719	<u>2,377,725</u> 1,547,443	<u>2,486,575</u> 1,605,073	<u>2,596,867</u> 1,672,999	<u>2,705,601</u> 1,736,769	<u>2,795,874</u> 1,736,769
Natural Gas	<u>702,541</u> 702,541	<u>723,054</u> 723,054	<u>750,422</u> 750,422	<u>782,611</u> 782,611	<u>810,833</u> 810,833	<u>810,833</u> 810,833
SORE2020 L&G San Benito County						
Diesel	<u>3,819,616</u> 18,539	<u>3,871,193</u> 19,837	<u>3,820,223</u> 21,164	<u>3,931,192</u> 22,621	<u>4,057,691</u> 24,227	<u>4,192,978</u> 24,224
Gasoline	<u>8,079,831</u> 1,015,597	<u>8,599,524</u> 1,070,126	<u>9,030,083</u> 1,100,551	<u>9,464,131</u> 1,126,019	<u>9,903,988</u> 1,147,909	<u>10,390,841</u> 1,168,429
Natural Gas	<u>100,401</u>	<u>100,309</u>	<u>98,320</u>	<u>98,743</u>	<u>97,499</u>	<u>97,499</u>
SORE2020 TRU Santa Cruz County						
Diesel	<u>2,801,025</u>	<u>2,906,469</u>	<u>2,934,798</u>	<u>2,975,997</u>	<u>3,022,874</u>	<u>3,074,514</u>
Gasoline	<u>1,660,287</u> 39,743	<u>1,753,949</u> 40,839	<u>1,819,332</u> 42,351	<u>1,883,119</u> 44,129	<u>1,943,569</u> 45,670	<u>2,010,977</u> 46,516
Natural Gas	<u>658,653</u>	<u>661,584</u>	<u>657,902</u>	<u>660,019</u>	<u>658,219</u>	<u>658,219</u>
RV2018						
Diesel	-	-	-	-	-	-
Gasoline	-294,256	-317,541	-340,400	-365,398	-391,758	-420,064
Natural Gas	-	-	-	-	-	-
PC2014						
Diesel	-175,522	-170,736	-168,082	-164,723	-159,734	-161,981
Gasoline	-2,906,650	-3,009,581	-3,156,885	-3,330,221	-3,515,970	-3,753,918
Natural Gas	-	-	-	-	-	-
Total Off-road						
Diesel	10,786,086	11,428,078	11,974,341	12,165,364	12,324,526	12,489,574
Gasoline	-5,755,965	-5,985,529	-6,245,260	-6,538,767	-6,838,075	-7,125,696
Natural Gas	-702,541	-723,054	-750,422	-782,611	-810,833	-810,833
San Benito County						
OFFROAD2017						
Diesel	-2,341,326	-2,441,066	-2,432,275	-2,505,673	-2,580,156	-2,656,238
Gasoline	-210,642	-212,813	-212,967	-216,179	-217,993	-217,993
Natural Gas	-100,401	-100,309	-98,320	-98,743	-97,499	-97,499

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Off-road Fuel Category	2020	2025	2030	2035	2040	2045
SORE2020 L&G	-	-	-	-	-	-
Diesel	-2,453	-2,625	-2,801	-2,994	-3,206	-3,206
Gasoline	-134,171	-141,398	-145,421	-148,781	-151,665	-154,369
Natural Gas						
SORE2020 TRU	-	-	-	-	-	-
Diesel						
Gasoline	-5,355	-5,352	-5,245	-5,269	-5,202	-5,038
Natural Gas						
RV2018	-	-	-	-	-	-
Diesel						
Gasoline	-111,169	-119,359	-127,561	-136,725	-146,456	-156,760
Natural Gas						
PC2014	-	-	-	-	-	-
Diesel	-330	-321	-316	-310	-300	-304
Gasoline	-5,462	-5,655	-5,932	-6,258	-6,607	-7,054
Natural Gas						
Total Off road	-	-	-	-	-	-
Diesel	-2,344,109	-2,444,012	-2,435,392	-2,508,976	-2,583,662	-2,659,748
Gasoline	-466,799	-484,577	-497,126	-513,211	-527,923	-541,214
Natural Gas	-100,401	-100,309	-98,320	-98,743	-97,499	-97,499
Santa Cruz County	-	-	-	-	-	-
OFFROAD2017	-	-	-	-	-	-
Diesel	-4,920,695	-5,034,037	-5,107,691	-5,190,315	-5,245,071	-5,311,348
Gasoline	-969,882	-974,962	-972,692	-978,288	-979,463	-979,463
Natural Gas	-658,653	-661,584	-657,902	-660,019	-658,219	-658,219
SORE2020 L&G	-	-	-	-	-	-
Diesel	-14,411	-15,420	-16,452	-17,585	-18,833	-18,831
Gasoline	-787,173	-829,577	-853,167	-872,867	-889,779	-905,629
Natural Gas						
SORE2020 TRU	-	-	-	-	-	-
Diesel						
Gasoline	-26,089	-26,202	-26,059	-26,144	-26,070	-25,506
Natural Gas						
RV2018	-	-	-	-	-	-
Diesel						
Gasoline	-205,653	-221,560	-236,240	-252,930	-270,747	-289,411
Natural Gas						

Off-road Fuel Category	2020	2025	2030	2035	2040	2045
PC2014	-	-	-	-	-	-
Diesel	-151,490	-147,359	-145,068	-142,169	-137,864	-139,803
Gasoline	-2,508,676	-2,597,513	-2,724,649	-2,874,252	-3,034,568	-3,239,937
Natural Gas						
Total Off road	-	-	-	-	-	-
Diesel	-5,086,596	-5,196,816	-5,269,212	-5,350,069	-5,401,767	-5,469,982
Gasoline	-4,497,473	-4,649,815	-4,812,807	-5,004,481	-5,200,627	-5,439,945
Natural Gas	-658,653	-661,584	-657,902	-660,019	-658,219	-658,219

Notes: All values are of the unit gallons of fuel

Data Sources: California Air Resources Board. 2021. OFFROAD2021 (v1.0.1) Emissions Inventory. Available: <<https://arb.ca.gov/emfac/>>. Accessed February 17, 2022. California Air Resources Board. 2017. OFFROAD2017—ORION. Available: <<https://www.arb.ca.gov/orion/>>. Accessed June 20, 2021.; California Air Resources Board. 2020. Off Road Gasoline Equipment. Available: <<https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msef-documentation-road-0>>. Accessed October 7, 2021;

3.4 BAU Agricultural GHG Emissions Forecast

GHG emissions associated with agriculture are dependent on the type of agricultural production. It is difficult to develop accurate forecasting metrics since agricultural production is dependent on regional and global markets. The AEP 2012 whitepaper *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets* recommends using projected agricultural land use change as a growth metric; however, this methodology presents challenge for multiple reasons.¹⁸ First, agricultural land use change would only be representative of conversion between agricultural and urban land use, and therefore does not capture changes in the type of crop production. Crop production only represents a portion of agricultural GHG emissions. GHG emissions from livestock can represent a significant proportion of total agricultural GHG emissions. For Monterey and San Benito Counties specifically, livestock generated GHG emissions represented approximately 60 and 92 percent agricultural GHG emissions, respectively, in the 2019/2020 GHG emissions inventory. Second, land use change does not account for changes in crop production per acre or the number of livestock on grazing lands, which can be heavily influenced by markets and technology used in production. Due to the challenges in using land use change to project agricultural GHG emissions, historical agricultural production data was analyzed for trends in crop production acreage and livestock inventories to determine whether historical trends could be used to project future changes in agricultural production and included in the GHG emissions forecast.

3.4.1 Livestock BAU GHG Emissions Forecast

Multiple data sets were analyzed and reviewed to obtain useful data for projecting GHG emissions from livestock. Livestock inventory data from the United States Department of Agriculture's (USDA's) quinquennial National Agriculture Statistics Service (NASS) Census of Agriculture was compiled and analyzed for the 2002, 2007, 2012 and 2017 years for Monterey, San Benito and Santa

¹⁸ Association of Environmental Professionals (AEP). 2012. *Forecasting Community-Wide Greenhouse Gas Emissions and Setting Reduction Targets*. Available: <https://califaep.org/docs/Forecasting_and_Target_Setting.pdf>. Accessed June 20, 2021.

Cruz Counties.¹⁹ When compiled and analyzed for a trend over time using a linear regression, no apparent trend appeared that would be appropriate for projecting future livestock inventories. Long-term livestock market projections from the USDA were also reviewed for relevant data for livestock GHG emissions projections. In February 2021, the USDA produced a forecast of livestock inventories in the United States through the year 2030; however, the challenge with these projections is that data specific to California is not provided and it is not clear how these projected increases livestock populations would be realized geographically. Therefore, this data was determined to be inappropriate for projecting local livestock populations in the AMBAG region. Due to the challenges of determining historical trends in livestock populations and the strong influence of regional and global markets, GHG emissions from livestock, including manure management and enteric fermentation are assumed to remain constant through the forecast period in this GHG emissions forecast analysis.

3.4.2 Crop Production BAU GHG Emissions Forecast

To forecast GHG emissions associated with crop production, annual historical crop production from County Crop Reports for each of the three counties was analyzed for apparent trends over time. Total crop production acreage for all relevant crop types was compiled and analyzed using a linear regression between the years 2010 and 2019.²⁰ This data was obtained from the USDA's NASS, which compiles annual County Crop Report Data for all California counties into a database of agricultural production statistics.²¹ Data prior to 2010 was excluded to reduce the influences of the global recession in the years prior. The linear regression analysis of the 2010 to 2019 total crop production acreage provided evidence that crop production acreage in each of the three counties has experienced consistent trends over time, with crop production in Monterey and Santa Cruz Counties decreasing over time, at a rate of 1.32 and 0.88 percent per year, respectively. During the same time period, crop production acreage increased in San Benito at a rate of 1 percent per year. As such, GHG emissions from nitrogen fertilizer application are projected to change at the same rates as determined through the linear regression analysis. BAU GHG emissions projections for nitrogen fertilizer application for each of the three counties are provided in Table 15.

Table 15 BAU Forecast Nitrogen Fertilizer Application GHG Emissions

County	Growth Rate	2020	2025	2030	2035	2040	2045
Monterey	-1.32%	124,762	116,757	109,266	102,256	95,695	89,556
San Benito	1.00%	13,728	14,430	15,168	15,943	16,758	17,615
Santa Cruz	-0.88%	6,564	6,281	6,010	5,751	5,504	5,266

Notes: All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

¹⁹ United States Department of Agriculture's National Agricultural Statistics Service. ND. Census of Agriculture. California. Available: <<https://www.nass.usda.gov/AgCensus/index.php>>. Accessed June 21, 2021.

²⁰ Crop production categories were excluded from this analysis to maintain consistency with the 2019/2020 GHG emissions inventory. Excluded crop production categories included: pasture, nursery products, cut flowers, and seed production.

²¹ United States Department of Agriculture's National Agricultural Statistics Service. 2021. County Ag Commissioners' Data Listing. California Field Office. Available: <https://www.nass.usda.gov/Statistics_by_State/California/Publications/AgComm/index.php>. Accessed June 20, 2021.

3.5 BAU GHG Emissions Factors

The BAU GHG emissions forecast is representative of a scenario where community activities are generally similar to that of the baseline 2019/2020 GHG emissions inventory. As such, BAU activity data growth is multiplied by the emissions factors used to calculate GHG emissions from the baseline GHG emissions inventory to generate an estimate of future GHG emissions with influence from GHG reduction policies at the state or local level. The BAU GHG emissions factors for the relevant GHG emissions sources and sectors are provided in Table 16, reported in MT CO₂e. GHG emissions factors for the wastewater sector, agriculture sector, and Monterey Regional Airport are not included, as these sectors and sources have already been forecast based purely on GHG emissions, and not on activity data (i.e., MT CH₄ per service population). GHG emissions factors for electricity provided by Central Coast Community Energy (3CE) are also excluded from the below table but are presented in the discussion that follows.

Table 16 BAU GHG Emissions Factors

GHG Emissions Source	GHG Emissions Factor	Units
Transportation		
Aviation Gasoline Fuel Sales	0.008339	MT CO ₂ e/gallon
JET-A Fuel Sales	0.009782	MT CO ₂ e/gallon
Monterey Regional Airport	NA	NA
Off-road Diesel	<u>0.010342</u> 0.01021	MT CO ₂ e/gallon
Off-road Gasoline	<u>0.009054</u> 0.008852	MT CO ₂ e/gallon
Off-road Natural Gas	<u>0.005820</u> 0.006566	MT CO ₂ e/gallon
Residential and Commercial/Industrial		
Electricity - PG&E	0.000002130	MT CO ₂ e/kWh
Electricity - KCCP	0.0002261	MT CO ₂ e/kWh
Natural Gas	0.005319	MT CO ₂ e/therm
Wastewater		
Fugitive Emissions from Septic Systems	NA	NA
Process N ₂ O from Wastewater Treatment	NA	NA
Process N ₂ O from Effluent Discharge	NA	NA
Solid Waste – All Sources	0.2518	MT CO ₂ e/ton of waste
Agriculture		
Enteric Fermentation	NA	NA
Manure Management	NA	NA
Nitrogen Fertilizer Application	NA	NA

Notes: NA = not applicable CO₂e = carbon dioxide equivalent; PG&E = Pacific Gas and Electric; KCCP = King City Community Power; kWh = kilowatt-hour.

3.5.1 3CE BAU GHG Emissions Factors

GHG emissions associated with electricity provided by 3CE are expected to change between the baseline 2019/2020 GHG emissions inventory and the 2030 forecast year, and as such are accounted for in the BAU GHG emissions forecast. 3CE has published the expected GHG emissions factor associated with its electricity procurement between 2018 and 2030, with the GHG emissions factors increasing between 2020 and 2025, before decreasing again from 2026 to 2030.²² These changes to the emissions factor are expected to occur regardless of the effects of local policies or state legislation. As such, it would not be appropriate to account for these adjustments in the legislative reductions in the Adjusted forecast, and they are instead accounted for here in the BAU forecast. GHG reductions associated with 3CE electricity and the requirements of SB 100 beyond 2030 are accounted for in the Adjusted Forecast.

Table 17 provides the GHG emissions factors used in the BAU forecast for 3CE provided electricity for each of the forecast years.

Table 17 BAU GHG Emission Factors for 3CE Electricity

Electricity Provider	2020	2025	2030	2035	2040	2045
Central Coast Community Energy (3CE)	0.000007608	0.000177300	0.000003007	0.000003007	0.000003007	0.000003007

Notes: All values are of the unit metric tons of carbon dioxide equivalent per kilowatt-hour (MT CO₂e/kWh)

Data Source: Central Coast Community Energy. 2021. 3CE Electricity Emission Factor Forecast. Provided by AMBAG through email on June 1, 2021.

3.6 BAU Forecast Results

The following provides a summary of the results of the BAU GHG emissions forecast for each source in each of the three counties and the region as a whole. The results have been reported in MT CO₂e.

3.6.1 Monterey County BAU Forecast Results

The BAU forecast for Monterey County projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from all GHG emissions sources through 2045. An increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for Monterey County. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 5 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each sector to the overall Monterey County GHG emissions forecast.

²² Central Coast Community Energy. 2021. 3CE Electricity Emission Factor Forecast. Provided by AMBAG through email on June 1, 2021.

Figure 5 Monterey County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the Monterey County BAU Forecast is provided in Table 18, with GHG emissions reported in MT CO₂e.

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties**Table 18 Monterey County BAU Forecast Detailed Summary**

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>183,281</u> <u>212,784</u>	<u>189,759</u> <u>222,446</u>	<u>195,175</u> <u>231,800</u>	<u>197,472</u> <u>237,473</u>	<u>199,995</u> <u>242,793</u>	<u>202,425</u> <u>247,881</u>
Aviation Gasoline Fuel Sales	1,030	1,051	1,079	1,099	1,118	1,137
JET-A Fuel Sales	4,779	4,875	5,006	5,099	5,186	5,273
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>4,089</u> <u>4,613</u>	<u>4,209</u> <u>4,748</u>	<u>4,368</u> <u>4,927</u>	<u>4,555</u> <u>5,139</u>	<u>4,720</u> <u>5,324</u>	<u>4,720</u> <u>5,324</u>
Off-road Diesel	<u>111,736</u> <u>110,126</u>	<u>115,990</u> <u>116,681</u>	<u>118,962</u> <u>122,258</u>	<u>119,160</u> <u>124,209</u>	<u>119,674</u> <u>125,834</u>	<u>120,431</u> <u>127,519</u>
Off-road Gasoline	<u>20,364</u> <u>50,954</u>	<u>21,530</u> <u>52,986</u>	<u>22,515</u> <u>55,285</u>	<u>23,514</u> <u>57,883</u>	<u>24,499</u> <u>60,533</u>	<u>25,316</u> <u>63,079</u>
Residential	282,106	408,216	302,856	313,187	320,100	325,446
Electricity - 3CE	5,036	121,467	2,161	2,234	2,284	2,322
Electricity - PG&E	51	53	55	57	59	60
Electricity - KCCP	2,744	2,840	2,978	3,080	3,148	3,200
Natural Gas	274,275	283,856	297,662	307,815	314,610	319,865
Commercial/Industrial	354,978	604,338	357,812	363,983	370,628	377,629
Electricity - PG&E	652	657	669	681	693	706
Electricity - 3CE	10,954	257,428	4,448	4,524	4,607	4,694
Electricity - KCCP	6,008	6,058	6,171	6,277	6,392	6,512
Natural Gas	337,365	340,196	346,525	352,501	358,936	365,716
Wastewater	13,893	14,170	14,553	14,823	15,076	15,329
Fugitive Emissions from Septic Systems	5,362	5,469	5,617	5,721	5,818	5,916
Process N ₂ O from Wastewater Treatment	421	429	441	449	457	465
Process N ₂ O from Effluent Discharge	8,110	8,272	8,496	8,653	8,801	8,949
Solid Waste	233,367	238,025	244,460	248,985	253,246	257,490
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
Community Generated Solid Waste	134,893	137,586	141,305	143,921	146,384	148,837
Agricultural	310,869	302,864	295,373	288,363	281,802	275,663
Enteric Fermentation	154,380	154,380	154,380	154,380	154,380	154,380
Manure Management	31,727	31,727	31,727	31,727	31,727	31,727
Nitrogen Fertilizer Application	124,762	116,757	109,266	102,256	95,695	89,556

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Total	<u>1,378,49</u> <u>1,407,997</u>	<u>1,757,373</u> <u>1,790,059</u>	<u>1,410,230</u> <u>1,446,856</u>	<u>1,426,812</u> <u>1,466,814</u>	<u>1,440,846</u> <u>1,483,645</u>	<u>1,453,981</u> <u>1,499,437</u>

Notes: Values in this table may not add up to totals due to rounding

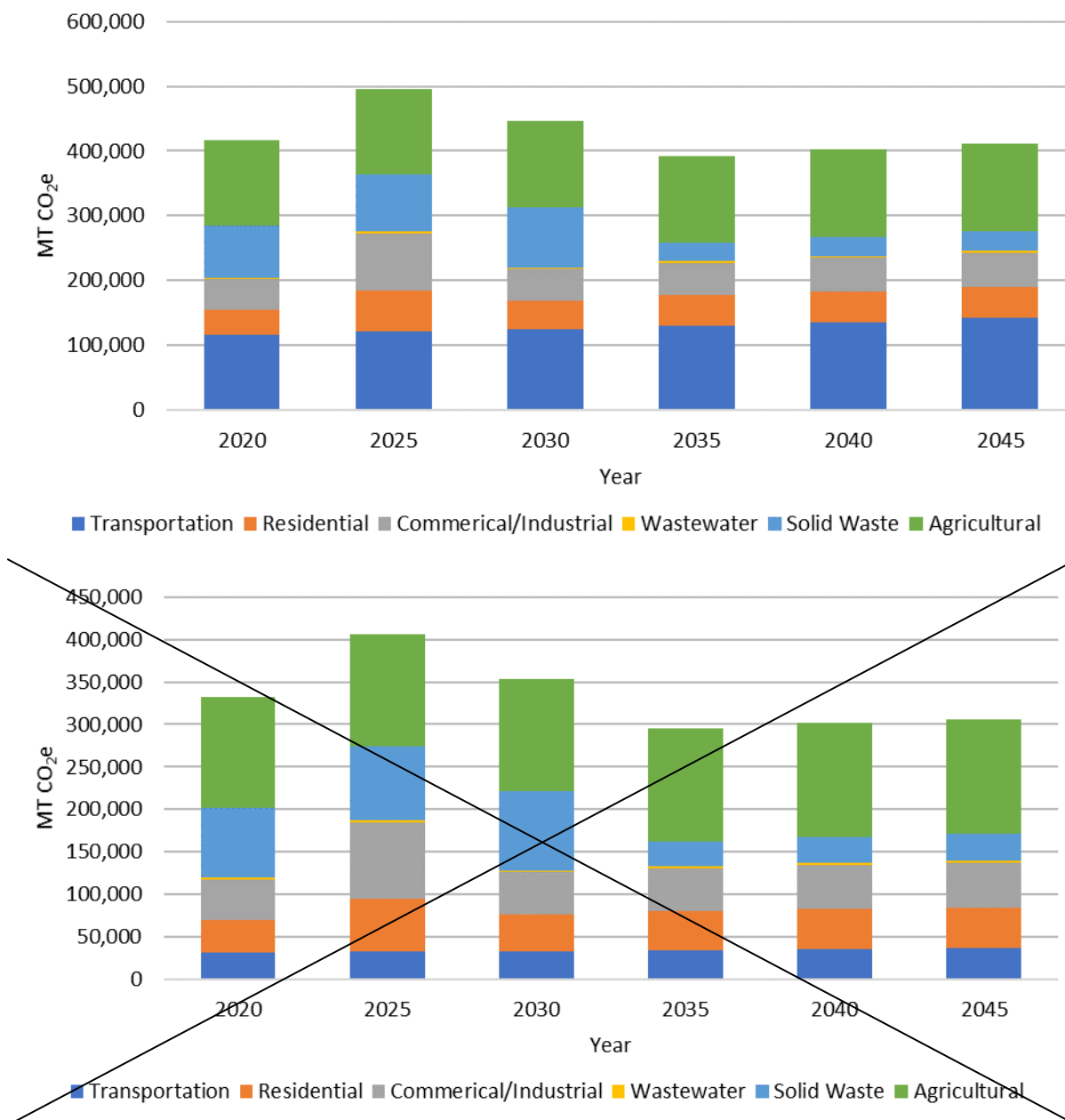
All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

3.6.2 San Benito County BAU Forecast Results

The BAU forecast for San Benito County projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory to the year through 2025 from the increased GHG emissions associated with the 3CE electricity supply. with a sharp decrease in emissions beyond 2030. After 2025, GHG emissions begin to decrease until 2035, due to increased renewable electricity supply. After 2035, 0After 2030, GHG emissions levels continue to are projected to grow at a slow rate, but do not reach above the baseline level, which can largely be attributed to the closure of the John Smith Landfill after 2030. GHG emissions from all sources are expected to increase under the BAU forecast, except for emissions associated with 3CE provided electricity and the John Smith Landfill. Figure 6 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall San Benito County GHG emissions.

Figure 6 San Benito County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the San Benito County BAU Forecast is provided in Table 19, with GHG emissions reported in MT CO₂e.

Table 19 San Benito County BAU Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>116,074</u> 31,548	<u>121,553</u> 32,965	<u>125,080</u> 33,142	<u>130,308</u> 34,186	<u>135,718</u> 35,196	<u>141,632</u> 36,197
Aviation Gasoline Fuel Sales	348	377	398	416	432	445
JET-A Fuel Sales	2,475	2,685	2,832	2,961	3,072	3,165
Off-road Diesel	<u>39,506</u> 23,933	<u>40,039</u> 24,953	<u>39,512</u> 24,865	<u>40,660</u> 25,617	<u>41,968</u> 26,379	<u>43,367</u> 27,156
Off-road Gasoline	<u>73,161</u> 4,132	<u>77,867</u> 4,290	<u>81,766</u> 4,401	<u>85,696</u> 4,543	<u>89,679</u> 4,673	<u>94,087</u> 4,791
Off-road Natural Gas	584 659	584 659	572 646	575 648	568 640	568 640
Residential	37,665	62,256	43,517	46,203	47,469	48,072
Electricity - 3CE	870	22,121	403	428	440	445
Electricity - PG&E	38	41	44	47	48	49
Natural Gas	36,757	40,094	43,070	45,728	46,981	47,577
Commercial/Industrial	48,552	89,362	49,396	50,619	51,992	53,321
Electricity - 3CE	1,777	41,965	731	749	769	789
Electricity - PG&E	30	31	31	32	33	34
Natural Gas	46,745	47,366	48,634	49,838	51,190	52,498
Wastewater	2,033	2,206	2,326	2,432	2,523	2,600
Fugitive Emissions from Septic Systems	747	811	855	894	928	956
Process N ₂ O from Wastewater Treatment	59	64	67	70	73	75
Process N ₂ O from Effluent Discharge	1,227	1,331	1,404	1,468	1,522	1,569
Solid Waste	81,176	88,079	92,900	29,037	30,121	31,036
John Smith Landfill	56,908	61,747	65,127	0	0	0
Community Generated Solid Waste	24,268	26,332	27,773	29,037	30,121	31,036
Agricultural	131,192	131,894	132,632	133,407	134,222	135,079
Enteric Fermentation	13,728	14,430	15,168	15,943	16,758	17,615
Manure Management	98,039	98,039	98,039	98,039	98,039	98,039
Nitrogen Fertilizer Application	19,425	19,425	19,425	19,425	19,425	19,425
Total	<u>416,693</u> 332,166	<u>495,350</u> 406,761	<u>445,852</u> 353,914	<u>392,006</u> 295,884	<u>402,045</u> 301,524	<u>411,739</u> 306,305

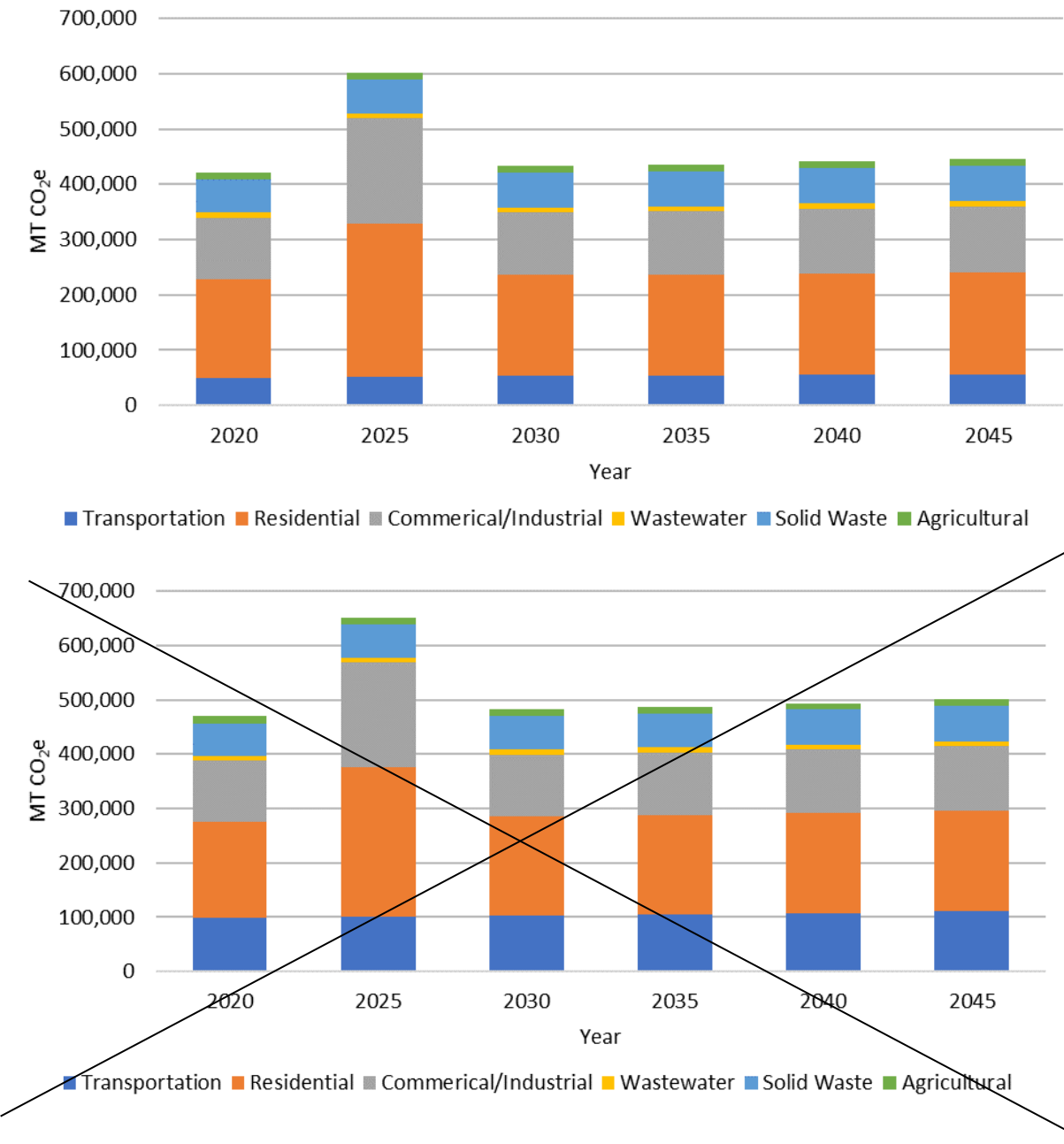
Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

3.6.3 Santa Cruz County BAU Forecast Results

The BAU forecast for Santa Cruz County estimates an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from all sources through 2045. An increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for Santa Cruz County. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 7 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall Santa Cruz County GHG emissions.

Figure 7 Santa Cruz County BAU Forecast GHG Emissions Sector Summary



A detailed summary of the Santa Cruz County BAU Forecast is provided in Table 20, with GHG emissions reported in MT CO₂e.

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties**Table 20 Santa Cruz County BAU Forecast Detailed Summary**

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	50,070,983,04	52,073,100,845	52,982,103,048	54,037,105,624	55,101,107,917	56,272,110,759
Aviation Gasoline Fuel Sales	1,301	1,329	1,355	1,378	1,402	1,418
JET-A Fuel Sales	931	951	970	986	1,003	1,015
Off-road Diesel	28,971,519,34	30,061,530,60	30,354,537,99	30,780,546,24	31,265,551,52	31,799,558,49
Off-road Gasoline	15,034,398,13	15,882,411,62	16,474,442,05	17,051,443,01	17,599,460,38	18,209,481,56
Off-road Natural Gas	3,834,325	3,851,344	3,829,320	3,842,334	3,831,322	3,831,322
Residential	177,463	277,537	183,313	185,419	186,679	187,592
Electricity - 3CE	4,136	99,192	1,713	1,733	1,745	1,753
Electricity - PG&E	21	21	22	22	22	22
Natural Gas	173,306	178,324	181,578	183,665	184,912	185,817
Commercial/Industrial	112,479	192,126	113,772	115,986	118,347	120,824
Electricity - 3CE	3,486	82,052	1,421	1,448	1,478	1,509
Electricity - PG&E	402	406	415	423	431	440
Natural Gas	108,591	109,668	111,937	114,115	116,438	118,875
Wastewater	8,579	8,762	8,938	9,088	9,247	9,350
Fugitive Emissions from Septic Systems	3,311	3,382	3,449	3,507	3,569	3,609
Process N ₂ O from Wastewater Treatment	260	266	271	275	280	283
Process N ₂ O from Effluent Discharge	5,008	5,115	5,218	5,305	5,398	5,459
Solid Waste	59,595	60,870	62,092	63,113	64,218	64,935
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	59,576	60,850	62,072	63,113	64,218	64,935
Agricultural	13,037	12,754	12,484	12,225	11,977	11,739
Enteric Fermentation	6,564	6,281	6,010	5,751	5,504	5,266
Manure Management	5,652	5,652	5,652	5,652	5,652	5,652
Nitrogen Fertilizer Application	821	821	821	821	821	821
Total	421,223,469,457	604,123,652,895	433,581,483,647	439,869,491,455	445,568,498,385	450,713,505,200

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

3.6.4 AMBAG Regional BAU Forecast Results

The combined regional BAU forecast for AMBAG planning area projects an increase in GHG emissions above the baseline 2019/2020 GHG emissions inventory from most sources through 2045. Similar to the individual county BAU forecasts, an increase in the GHG emissions factor for 3CE electricity leading up to 2025 is expected to create a sharp increase in GHG emissions associated with electricity and the overall GHG emissions for the region. The subsequent decrease of the 3CE electricity GHG emissions factor results in a leveling off of GHG emissions levels in 2030, at which point steady growth in GHG emissions continues through 2045. Figure 8 provides a summary of the BAU GHG emissions forecast, highlighting the contribution of each GHG emissions sector to the overall AMBAG regional GHG emissions.

Figure 8 AMBAG Regional BAU Forecast GHG Emissions Sector Summary



A detailed summary of the AMBAG regional BAU Forecast is provided in Table 21, with GHG emissions reported in MT CO₂e.

Table 21 AMBAG Regional BAU Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>349,425</u> <u>34</u>	<u>363,386</u> <u>35</u>	<u>373,238</u> <u>36</u>	<u>381,817</u> <u>37</u>	<u>390,813</u> <u>38</u>	<u>400,329</u> <u>39</u>
Aviation Gasoline Fuel Sales	2,679	2,757	2,832	2,893	2,952	2,999
JET-A Fuel Sales	8,185	8,511	8,809	9,047	9,262	9,453
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>8,507</u> <u>9,597</u>	<u>8,643</u> <u>9,750</u>	<u>8,770</u> <u>9,893</u>	<u>8,972</u> <u>10,121</u>	<u>9,118</u> <u>10,286</u>	<u>9,118</u> <u>10,286</u>
Off-road Diesel	<u>180,213</u> <u>18</u> <u>5,994</u>	<u>186,090</u> <u>19</u> <u>4,694</u>	<u>188,828</u> <u>20</u> <u>0,923</u>	<u>190,600</u> <u>20</u> <u>4,450</u>	<u>192,907</u> <u>20</u> <u>7,365</u>	<u>195,597</u> <u>21</u> <u>0,524</u>
Off-road Gasoline	<u>108,559</u> <u>94,899</u>	<u>115,279</u> <u>98,437</u>	<u>120,755</u> <u>102,290</u>	<u>126,262</u> <u>106,728</u>	<u>131,776</u> <u>111,244</u>	<u>137,612</u> <u>116,026</u>
Residential	497,234	748,008	529,686	544,809	554,248	561,110
Electricity - 3CE	10,043	242,780	4,277	4,395	4,468	4,520
Electricity - PG&E	109	115	121	126	129	131
Electricity - KCCP	2,744	2,840	2,978	3,080	3,148	3,200
Natural Gas	484,338	502,273	522,310	537,208	546,504	553,259
Commercial/Industrial	516,010	885,826	520,981	530,588	540,967	551,773
Electricity - 3CE	16,217	381,445	6,599	6,722	6,854	6,991
Electricity - PG&E	1,084	1,094	1,115	1,136	1,158	1,181
Electricity - KCCP	6,008	6,058	6,171	6,277	6,392	6,512
Natural Gas	492,701	497,230	507,095	516,454	526,563	537,089
Wastewater	24,504	25,138	25,818	26,343	26,846	27,279
Fugitive Emissions from Septic Systems	9,420	9,661	9,921	10,122	10,315	10,480
Process N ₂ O from Wastewater Treatment	740	759	779	795	810	823
Process N ₂ O from Effluent Discharge	14,345	14,718	15,117	15,426	15,722	15,976
Solid Waste	374,139	386,974	399,453	341,135	347,584	353,461
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
John Smith Landfill	56,908	61,747	65,127	0	0	0
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	218,737	224,768	231,151	236,071	240,722	244,809
Agricultural	455,098	447,513	440,489	433,995	428,001	422,481
Enteric Fermentation	174,672	175,091	175,558	176,075	176,642	177,262
Manure Management	135,418	135,418	135,418	135,418	135,418	135,418

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GHG Emissions Source	2020	2025	2030	2035	2040	2045
Nitrogen Fertilizer Application	145,008	137,004	129,513	122,502	115,942	109,802
Total	<u>2,216,410</u>	<u>2,856,845</u>	<u>2,289,663</u>	<u>2,258,687</u>	<u>2,288,460</u>	<u>2,316,432</u>
	<u>,209,621</u>	<u>,849,715</u>	<u>,284,416</u>	<u>,254,152</u>	<u>,283,554</u>	<u>,2310,941</u>

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

4 Legislative Adjusted GHG Emissions Forecast

The Adjusted forecast accounts for GHG emissions reductions that can be reasonably expected from state legislation and regulations. While there are numerous pieces of legislation that are likely to achieve long-term GHG emissions reduction, there can be wide variations on how these are implemented within a specific jurisdiction. This section outlines the state legislation considered in the Adjusted forecast, the methodology used to calculate GHG emissions reduction from legislation, and the results of the Adjusted forecast.

4.1 California GHG Reduction Legislation

Several state regulations have been enacted that reduce the AMBAG planning area's GHG emissions during the forecast period. The impact of these regulations were quantified and incorporated into an Adjusted forecast to provide a more accurate depiction of future GHG emissions growth and the responsibility of GHG emissions reduction for each jurisdiction once established state regulations have been implemented. A description of the relevant state legislation and the applicability of legislative reductions to be applied to the BAU forecasts based on the unique sectors within the Monterey Bay area is provided in Table 22.

Table 22 State Legislation Considered in GHG Emissions Forecast

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 1078 - Renewable Energy: California Renewables Portfolio Standard Program (2002)	Senate Bill 1078 created the Renewable Portfolio Standards (RPS) with an initial target of 20 percent renewable electricity by 2017. The California Public Utilities Commission (CPUC) regulates RPS rules for California's retail sellers of electricity. The California Energy Commission (CEC) administers the certification of electrical generation facilities as eligible renewable energy resources and regulates RPS requirements for public owned utilities. ¹	No	The RPS goals set by Senate Bill 1078 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Therefore, this bill is excluded from this GHG emissions forecast analysis.
Building Energy Efficiency Standards - Title 24 (Triennial updates since 2007)	California's energy code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission updates the Building Energy Efficiency Standards (Title 24) every three years by working with stakeholders in a public and transparent process. The Title 24 was first implemented in 1978, and since 2007 has had consistent triennial updates. ^{2,3}	Yes	The 2019 Title 24 code cycle is included in the GHG emissions forecast analysis to show energy efficiency increases in this most recent code cycle for new construction, as compared to the previous 2016 cycle. Previous code cycles are inherently included in existing buildings covered by the baseline GHG inventory through use of real electricity consumption data in the GHG emissions calculations. Therefore, only the 2019 Title 24 code cycle is considered in this analysis.

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State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Low Carbon Fuel Standards Program (2009)	The California Low Carbon Fuel Standards Regulation (LCFS) was approved in 2009, with subsequent amendments in 2011, 2015, and 2018. The program is intended to reduce the carbon intensity of the State's transportation fuels, setting a goal for reducing the carbon intensity of the State fuel pool by at least 20 percent by 2030. The State provides financial incentives to increase the production of renewable and lower-carbon intensity fuels. ⁴	No	The LCFS regulation includes flexibility in how the reduction in fuel carbon intensity will be achieved to allow for renewable fuel markets to develop innovative renewable and low-carbon fuel techniques. Eligible fuel carbon intensity reductions can occur during fuel processing and from use of renewable fuels. This means that there could be numerous pathways in which the GHG reductions through the LCFS program are achieved, and these may not be directly from the tailpipe emissions that are considered in the baseline GHG inventory. As such, GHG reductions from the LCFS regulation are not considered in this analysis.
Senate Bill X7-7 – Water Conservation Act (2009)	Senate Bill X7-7 requires that all water suppliers increase their water use efficiency. This bill establishes an urban water use reduction target of 20 percent below 2010 per capita daily water use levels by 2020. The most recent water use reduction targets are typically provided in 2015 Urban Water Management Plans (UWMPs). Many jurisdictions are currently in the process of developing 2020 UWMPs to provide updated detail on water use efficiency and reduction target progress. ⁵	No	Senate Bill X7-7's implementation results in GHG emissions reduction from reduced electricity consumption embedded in the water supply. These GHG reductions are not included in this analysis, because the proportion of total electricity consumption that could be attributed to water supply is not provided, and the attribution of any future energy consumption reductions would need to be disaggregated by each UWMP developed within the AMBAG planning area.
Assembly Bill 341 – Solid Waste Diversion (2011)	Assembly Bill 341 strives to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. The bill sets forth requirements of the statewide mandatory commercial recycling program, by requiring that commercial waste generators and multi-family residential dwellings arrange for recycling services. The bill sets specific requirements for waste reduction that are enforced by CalRecycle. A goal of 75 percent of solid waste generated be reduced, recycled, or composted by the year 2020. ⁶	No	Assembly Bill 341 aims to reduce waste sent to landfill before 2020, with GHG reductions achieved through the avoidance of landfill generated methane. Since the GHG emissions forecast analysis is considered for a post-2020 timeframe, the GHG reductions of Assembly Bill 341 may have already been achieved prior to this time period. As such, accounting for this bill in the GHG emissions forecast could result in double counting of GHG emissions reduction that may have already been achieved.

State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 350 – The Clean Energy and Pollution Reduction Act (2015)	Senate Bill 350 establishes an extension of the RPS requirements set by Senate Bill 1078, increasing RPS goals for retail electricity sales to 33 percent by 2020 and 50 percent by 2030. This bill also requires the state double statewide energy efficiency savings in electricity and natural gas end uses by 2030. The implementation of the energy efficiency savings is done through the increasingly stringent building code standards of Title 24, and the reinvestment of revenue into customer end use energy efficiency programs by large utilities. ⁷	No	The RPS goals set by Senate Bill 350 have since been superseded by Senate Bill 100, which established increased RPS requirements for retail electricity sales. Additionally, the energy efficiency savings through this bill are partially accounted for through Title 24, which is accounted for in new construction in the GHG emissions forecast analysis. Since the energy efficiency savings targets include both Title 24 and additional energy efficiency programs, it is difficult to calculate to what degree this will reduce energy consumption in new construction versus existing buildings. Therefore, Title 24 is accounted for, but additional energy efficiency from this bill is not included.
Senate Bill 1383 – Short Lived Climate Pollutants (2016)	Senate Bill 1383 established a requirement that the California Air Resources Board implement a comprehensive strategy to reduce short lived climate pollutants emissions. This includes goals of reducing methane emissions by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also established reduction goals for landfilled organic waste of 50 percent below 2014 statewide disposal levels by 2020 and 75 percent below statewide disposal levels by 2025. ⁸	No	The implementation of organic waste reduction is expected to decrease methane emissions generated through the disposal of solid waste throughout the State; however, the implementation of policies to influence this reduction can vary between and within jurisdictions. Specifically, within the AMBAG planning area, there are rural and low population areas that may be exempt from the requirements of Senate Bill 1383. Since there is uncertainty with how these exemptions may influence the total organic waste reduction within the AMBAG planning area, GHG reductions are conservatively excluded from the GHG emissions forecast analysis.
Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (2017)	The Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities, or Oil and Gas Regulation is designed to reduce methane emissions from oil and gas production, processing, storage, and transmission compressor stations. Entities regulated under the State’s Mandatory Greenhouse Gas Reporting Requirements (MRR) are required to take action to limit intentional and unintentional emissions from equipment and operation. ⁹	No	The GHG emissions reduction associated with the Oil and Gas Regulation is specific to entities regulated under the MRR. These methane emissions are not considered in the baseline GHG inventory for the AMBAG planning region, as they are monitored and regulated by CARB. As such these GHG emissions reductions are not included in the GHG emissions forecast analysis.

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State Legislation Name	Description of Legislation	Considered in Forecast (Yes/No)	Reasoning for Inclusion/Exclusion
Senate Bill 100 - California Renewables Portfolio Standard Program: emissions of greenhouse gases (2018)	Senate Bill 100 provides an extension of the RPS targets established by Senate Bill 1078, creating additional targets of achieving 60 percent eligible RPS electricity retail sales by 2030, and 100 percent zero-carbon or RPS eligible retail sales by 2045. This bill also sets an exclusion of large hydroelectric energy generation as an RPS eligible renewable energy source. ¹⁰	Yes	The RPS goals set by Senate Bill 100 are included in this GHG emissions forecast analysis. As all retail providers of electricity will be required by the state to meet the established RPS goals, it is appropriate to include the associated reductions in GHG emissions from future electricity consumption.

¹ California Legislative Information. 2002. SB-1078 Renewable energy: California Renewables Portfolio Standard Program. Available: <https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200120020SB1078>. Accessed June 23, 2021.

² California Energy Commission. ND. Building Energy Efficiency Standards - Title 24. Available: <<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>>. Accessed June 23, 2021.

³ California Energy Commission. ND. Past Building Energy Efficiency Standards. Available: <<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/past-building-energy-efficiency>>. Accessed June 23, 2021.

⁴ California Air Resources Board. 2020. Low Carbon Fuel Standards Basics. Available: <<https://ww2.arb.ca.gov/sites/default/files/2020-09/basics-notes.pdf>>. Accessed June 23, 2021.

⁵ California Department of Water Resources. ND. SB X7-7. Available: <<https://water.ca.gov/Programs/Water-Use-And-Efficiency/SB-X7-7>>. Accessed June 23, 2021.

⁶ CalRecycle. 2021. Mandatory Commercial Recycling. Available: <<https://www.calrecycle.ca.gov/recycle/commercial>>. Accessed June 23, 2021.

⁷ California Legislative Information. 2015. SB-350 Clean Energy and Pollution Reduction Act of 2015. Available: <https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350>. Accessed June 23, 2021.

⁸ California Legislative Information. 2016. SB-1383 Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills. Available: <https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383>. Accessed June 23, 2021.

⁹ University of California, Berkeley, Center for Law, Energy and the Environment. California Climate Policy Factsheet: Methane. Available: <<https://www.law.berkeley.edu/wp-content/uploads/2019/11/Fact-Sheet-Methane.pdf>>. Accessed June 23, 2021.

¹⁰ California Legislative Information. 2018. SB-100 California Renewables Portfolio Standard Program: emissions of greenhouse gases. Available: <https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100>. Accessed June 23, 2021.

A description of the methodology used to calculate GHG emissions reduction associated with the relevant legislation is provided in this section.

4.1.1 Title 24

The California Code of Regulations Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption, which in turn reduces fossil fuel consumption and associated GHG emissions. The standards are updated triennially to allow consideration and possible incorporation of new energy-efficient technologies and methods. Since the 2018 inventory year, the 2019 Title 24 Energy Efficiency Standards have come into effect, creating significantly more efficient new building stock. Starting in 2020, new residential developments will include on-site solar generation and near-zero net energy use. For projects implemented after January 1, 2020, the California Energy Commission (CEC) estimates that the 2019 standards will reduce electricity and fuel consumption by 53 percent and 7 percent, respectively, for residential buildings and 30 percent reduction in electricity consumption for commercial buildings, relative to the 2016 standards.²³

²³ California Energy Commission. 2018. 2019 Building Energy Efficiency Standards *Frequently Asked Questions*. Available: <https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf>. Accessed June 21, 2021.

These percentage savings relate to heating, cooling, lighting, and water heating only and do not include other appliances, outdoor lighting that is not attached to buildings, plug loads, or other energy uses. Since commercial/industrial energy consumption is likely to include additional energy consumption from commercial/industrial processes, and a detailed understanding of the energy use in commercial/industrial buildings is not available, the reductions associated with commercial buildings is conservatively excluded for GHG emissions reduction calculations in this analysis.

4.1.2 Renewables Portfolio Standard & SB 100

Established in 2002 under Senate Bill 1078, enhanced in 2015 by Senate Bill 350, and accelerated in 2018 under SB 100, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 50 percent of total procurement by 2026 and 60 percent of total procurement by 2030. With the adoption of SB 100, the RPS program further requires these entities to increase procurement from GHG-free electricity sources to 100 percent of total procurement by 2045.

4.2 Legislative GHG Reduction Calculations

The following section provides an overview of the methodology used to calculate GHG emissions reduction from Title 24 and SB 100.

4.2.1 Title 24 GHG Emissions Reduction Calculations

The calculations and GHG emissions forecast assume that all growth in the residential sector is from new construction. Accordingly, Title 24 GHG emissions reduction for natural gas and electricity are calculated as a percentage of the projected increase in energy consumption above the baseline 2019/2020 GHG emissions inventory, under the BAU forecast, as provided in Table 23. While both Title 24 and SB 100 influence GHG emissions reductions in the electricity sector, double counting of these reductions is avoided by accounting for Title 24 reductions first, and then accounting for reductions from SB 100.

Table 23 Energy Consumption Reduction Impact of Title 24

GHG Emissions Source	Reduction in Energy Consumption Growth Above 2019/2020 Baseline
Residential Electricity	53%
Residential Natural Gas	7%

Data Source: California Energy Commission. 2018. 2019 Building Energy Efficiency Standards Frequently Asked Questions. Available: <https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf>. Accessed June 21, 2021.

4.2.2 SB 100 GHG Emissions Reduction Calculations

Pacific Gas and Electric (PG&E), 3CE, and King City Community Power (KCCP) currently provide electricity in the AMBAG planning area and are subject to SB 100 requirements. GHG emissions from electricity consumption are largely determined by the emissions factor associated with the supplied electricity. As the percentage of GHG-free sources of energy increases, the emissions factor associated with electricity GHG will decrease, thereby decreasing overall GHG emissions. Legislative

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GHG emissions reductions from SB 100 are calculated as the difference between GHG emissions under the BAU forecast electricity and GHG emissions calculated using a SB 100 adjusted GHG emissions factor for a given forecast year. An adjusted GHG emission factors can be calculated by scaling the baseline electricity GHG emissions factor with the RPS percentage for eligible renewable electricity required for compliance with SB 100.

Each of the electricity providers in the AMBAG planning area had different electricity GHG emissions factors that were a result of different RPS percentages in their electricity delivery mix. As part of the BAU forecast, 3CE's 2030 emissions factor would reach the 100 percent RPS compliance rate. However, the GHG emission factors provided by 3CE show that a small amount of GHG emissions are expected to be generated by the 3CE electricity supply in 2030. To simplify calculations, it is expected that reaching the 100 percent RPS compliance, beyond 2030 for 3CE, would result in a GHG emission factors of zero for grid supplied electricity by the 2035 forecast year. The RPS percentages and associated GHG emissions factors used to determine the Adjusted forecast electricity GHG emissions are provided in Table 24. All GHG emissions factors have been converted from kilowatt-hour (kWh) to Megawatt-hour (MWh) in the table below.²⁴

Table 24 Electricity Provider Forecasted RPS and Electricity GHG Emissions Factors

Sector	2020 (Baseline)	2025	2030	2035	2040	2045
Pacific Gas and Electric						
Renewable Portfolio Standard Percentage	29%	45%	60%	73%	87%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.0021285	0.0016636	0.0011990	0.0007993	0.0003997	0.0000000
Central Coast Community Energy						
Renewable Portfolio Standard Percentage	33%	60%	100%	100%	100%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.007608	0.177300	0.003007	0.000000	0.000000	0.000000
King City Community Power						
Renewable Portfolio Standard Percentage	28%	44%	60%	73%	87%	100%
Adjusted Electricity Emissions Factor (MT CO ₂ e/MWh)	0.226138	0.175798	0.125458	0.083639	0.041819	0.000000

Notes: MT CO₂e = metric tons of carbon dioxide equivalent; MWh = Megawatt-hour

4.3 Monterey County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for Monterey County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing

²⁴ 1 Megawatt-hour = 1000 kilowatt-hours.

units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in Monterey County are summarized in Table 25.

Table 25 Monterey County Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	2,895	1,853	2,658	3,197	3,613
Residential	2,895	1,853	2,658	3,197	3,613
Electricity - 3CE	2,173	90	129	155	175
Electricity - PG&E	1	2	3	4	5
Electricity - KCCP	51	124	178	214	242
Natural Gas	671	1,637	2,348	2,823	3,191
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Electricity - KCCP	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	2,124	4,333	12,873	14,944	17,073
Residential	632	1,294	3,968	4,564	5,160
Electricity - 3CE	0	0	2,105	2,128	2,146
Electricity - PG&E	11	23	34	44	55
Electricity - KCCP	621	1,271	1,829	2,391	2,959
Commercial/Industrial	1,492	3,039	8,905	10,380	11,913
Electricity - 3CE	0	0	4,524	4,607	4,694
Electricity - PG&E	143	292	425	563	706
Electricity - KCCP	1,349	2,747	3,955	5,210	6,512
Total Reduction	5,020	6,187	15,531	18,140	20,686

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

A detailed summary of the Monterey County Adjusted Forecast is provided in Table 26, with GHG emissions reported in MT CO₂e.

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Table 26 Monterey County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>183,281</u> 212,784	<u>189,759</u> 222,446	<u>195,175</u> 231,800	<u>197,472</u> 237,473	<u>199,995</u> 242,793	<u>202,425</u> 247,881
Aviation Gasoline Fuel Sales	1,030	1,051	1,079	1,099	1,118	1,137
JET-A Fuel Sales	4,779	4,875	5,006	5,099	5,186	5,273
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>4,089</u> 4,613	<u>4,209</u> 4,748	<u>4,368</u> 4,927	<u>4,555</u> 5,139	<u>4,720</u> 5,324	<u>4,720</u> 5,324
Off-road Diesel	<u>111,736</u> 110,126	<u>115,990</u> 116,681	<u>118,962</u> 122,258	<u>119,160</u> 124,209	<u>119,674</u> 125,834	<u>120,431</u> 127,519
Off-road Gasoline	<u>20,364</u> 50,954	<u>21,530</u> 52,986	<u>22,515</u> 55,285	<u>23,514</u> 57,883	<u>24,499</u> 60,533	<u>25,316</u> 63,079
Residential	282,106	404,688	299,709	306,561	312,339	316,673
Electricity - 3CE	5,036	119,294	2,071	0	0	0
Electricity - PG&E	51	41	30	20	10	0
Electricity - KCCP	2,744	2,168	1,583	1,073	543	0
Natural Gas	274,275	283,185	296,025	305,467	311,787	316,673
Commercial/Industrial	354,978	602,846	354,773	355,078	360,248	365,716
Electricity - PG&E	652	514	377	256	130	0
Electricity - 3CE	10,954	257,428	4,448	0	0	0
Electricity - KCCP	6,008	4,709	3,423	2,322	1,182	0
Natural Gas	337,365	340,196	346,525	352,501	358,936	365,716
Wastewater	13,893	14,170	14,553	14,823	15,076	15,329
Fugitive Emissions from Septic Systems	5,362	5,469	5,617	5,721	5,818	5,916
Process N ₂ O from Wastewater Treatment	421	429	441	449	457	465
Process N ₂ O from Effluent Discharge	8,110	8,272	8,496	8,653	8,801	8,949
Solid waste	233,367	238,025	244,460	248,985	253,246	257,490
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
Community Generated Solid Waste	134,893	137,586	141,305	143,921	146,384	148,837
Agricultural	310,869	302,864	295,373	288,363	281,802	275,663
Enteric Fermentation	154,380	154,380	154,380	154,380	154,380	154,380
Manure Management	31,727	31,727	31,727	31,727	31,727	31,727
Nitrogen Fertilizer Application	124,762	116,757	109,266	102,256	95,695	89,556

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Total	<u>1,378,494</u>	<u>1,752,353</u>	<u>1,404,044</u>	<u>1,411,282</u>	<u>1,422,706</u>	<u>1,433,296</u>
	<u>1,407,997</u>	<u>1,785,039</u>	<u>1,440,669</u>	<u>1,451,283</u>	<u>1,465,504</u>	<u>1,478,752</u>

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

4.4 San Benito County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for San Benito County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in San Benito County are summarized in Table 27.

Table 27 San Benito County Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	1,211	477	677	772	817
Residential	1,211	477	677	772	817
Electricity - 3CE	976	31	44	51	54
Electricity - PG&E	2	3	5	6	6
Natural Gas	234	442	628	716	757
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	15	32	1,179	1,220	1,257
Residential	9	18	410	424	435
Electricity - 3CE	0	0	383	389	392
Electricity - PG&E	9	18	26	35	43
Commercial/Industrial	7	14	769	796	823
Electricity - 3CE	0	0	749	769	789
Electricity - PG&E	7	14	20	27	34
Total Reduction	1,227	508	1,856	1,992	2,074

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

A detailed summary of the San Benito County Adjusted Forecast is provided in Table 28, with GHG emissions reported in MT CO₂e.

Table 28 San Benito County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>116,074</u> 21,548	<u>121,553</u> 32,965	<u>125,080</u> 33,142	<u>130,308</u> 34,186	<u>135,718</u> 35,196	<u>141,632</u> 36,197
Aviation Gasoline Fuel Sales	348	377	398	416	432	445
JET-A Fuel Sales	2,475	2,685	2,832	2,961	3,072	3,165
Off-road Diesel	<u>39,506</u> 23,933	<u>40,039</u> 24,953	<u>39,512</u> 24,865	<u>40,660</u> 25,617	<u>41,968</u> 26,379	<u>43,367</u> 27,156
Off-road Gasoline	<u>73,161</u> 4,132	<u>77,867</u> 4,290	<u>81,766</u> 4,404	<u>85,696</u> 4,543	<u>89,679</u> 4,673	<u>94,087</u> 4,791
Off-road Natural Gas	<u>584,659</u>	<u>584,659</u>	<u>572,646</u>	<u>575,648</u>	<u>568,640</u>	<u>568,640</u>
Residential	37,665	61,036	43,023	45,116	46,274	46,820
Electricity - 3CE	870	21,145	372	0	0	0
Electricity - PG&E	38	31	23	16	8	0
Natural Gas	36,757	39,861	42,628	45,100	46,266	46,820
Commercial/Industrial	48,552	89,355	49,382	49,850	51,196	52,498
Electricity - 3CE	1,777	41,965	731	0	0	0
Electricity - PG&E	30	24	18	12	6	0
Natural Gas	46,745	47,366	48,634	49,838	51,190	52,498
Wastewater	2,033	2,206	2,326	2,432	2,523	2,600
Fugitive Emissions from Septic Systems	747	811	855	894	928	956
Process N ₂ O from Wastewater Treatment	59	64	67	70	73	75
Process N ₂ O from Effluent Discharge	1,227	1,331	1,404	1,468	1,522	1,569
Solid Waste	81,176	88,079	92,900	29,037	30,121	31,036
John Smith Landfill	56,908	61,747	65,127	0	0	0
Community Generated Solid Waste	24,268	26,332	27,773	29,037	30,121	31,036
Agricultural	131,192	131,894	132,632	133,407	134,222	135,079
Enteric Fermentation	13,728	14,430	15,168	15,943	16,758	17,615
Manure Management	98,039	98,039	98,039	98,039	98,039	98,039
Nitrogen Fertilizer Application	19,425	19,425	19,425	19,425	19,425	19,425
Total	<u>416,693</u> 332,166	<u>494,123</u> 405,535	<u>445,344</u> 353,406	<u>390,150</u> 294,028	<u>400,054</u> 299,532	<u>409,665</u> 304,230

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N₂O = nitrous oxide

4.5 Santa Cruz County Adjusted Forecast Results

State legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for Santa Cruz County. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 in Santa Cruz County are summarized in Table 29.

Table 29 Santa Cruz County Legislative GHG Emissions Reductions

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	1,831	621	778	871	939
Residential	1,831	621	778	871	939
Electricity - 3CE	1,479	41	52	58	63
Electricity - PG&E	0	1	1	1	1
Natural Gas	351	579	725	812	876
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	93	190	3,406	3,532	3,661
Residential	5	9	1,694	1,704	1,712
Electricity - 3CE	0	0	1,681	1,687	1,691
Electricity - PG&E	5	9	13	17	21
Commercial/Industrial	89	181	1,712	1,828	1,949
Electricity - 3CE	0	0	1,448	1,478	1,509
Electricity - PG&E	89	181	264	350	440
Total Reduction	1,924	811	4,184	4,403	4,600

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

A detailed summary of the Santa Cruz County Adjusted Forecast is provided in Table 30, with GHG emissions reported in MT CO₂e.

Table 30 Santa Cruz County Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>50,070</u> 98,304	<u>52,073</u> 100,845	<u>52,982</u> 103,048	<u>54,037</u> 105,624	<u>55,101</u> 107,917	<u>56,272</u> 110,759
Aviation Gasoline Fuel Sales	1,301	1,329	1,355	1,378	1,402	1,418
JET-A Fuel Sales	931	951	970	986	1,003	1,015
Off-road Diesel	<u>28,971</u> 51,934	<u>30,061</u> 53,060	<u>30,354</u> 53,799	<u>30,780</u> 54,624	<u>31,265</u> 55,152	<u>31,799</u> 55,849
Off-road Gasoline	<u>15,034</u> 39,813	<u>15,882</u> 41,162	<u>16,474</u> 2,605	<u>17,051</u> 44,301	<u>17,599</u> 46,038	<u>18,209</u> 8,156
Off-road Natural Gas	<u>3,834</u> 4,325	<u>3,851</u> 4,344	<u>3,829</u> 4,320	<u>3,842</u> 4,334	<u>3,831</u> 4,322	<u>3,831</u> 4,322
Residential	177,463	275,701	182,683	182,948	184,104	184,941
Electricity - 3CE	4,136	97,713	1,672	0	0	0
Electricity - PG&E	21	16	12	8	4	0
Natural Gas	173,306	177,972	180,999	182,940	184,100	184,941
Commercial/Industrial	112,479	192,038	113,591	114,274	116,519	118,875
Electricity - 3CE	3,486	82,052	1,421	0	0	0
Electricity - PG&E	402	318	234	159	81	0
Natural Gas	108,591	109,668	111,937	114,115	116,438	118,875
Wastewater	8,579	8,762	8,938	9,088	9,247	9,350
Fugitive Emissions from Septic Systems	3,311	3,382	3,449	3,507	3,569	3,609
Process N ₂ O from Wastewater Treatment	260	266	271	275	280	283
Process N ₂ O from Effluent Discharge	5,008	5,115	5,218	5,305	5,398	5,459
Solid Waste	59,595	60,870	62,092	63,113	64,218	64,935
Buena Vista Landfill	19	20	20	0	0	0
Community Generated Solid Waste	59,576	60,850	62,072	63,113	64,218	64,935
Agricultural	13,037	12,754	12,484	12,225	11,977	11,739
Enteric Fermentation	6,564	6,281	6,010	5,751	5,504	5,266
Manure Management	5,652	5,652	5,652	5,652	5,652	5,652
Nitrogen Fertilizer Application	821	821	821	821	821	821
Total	<u>421,223</u> 469,457	<u>602,199</u> 650,971	<u>432,770</u> 482,836	<u>435,685</u> 487,271	<u>441,165</u> 493,981	<u>446,113</u> 500,600

Notes: Values in this table may not add up to totals due to rounding

GHG Emissions Source	2020	2025	2030	2035	2040	2045
All values are of the unit metric tons of carbon dioxide equivalent (MT CO ₂ e)						
PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; N ₂ O = nitrous oxide						

4.6 AMBAG Regional Adjusted Forecast Results

Consistent with the three counties in the AMBAG planning area, state legislation is expected to result in GHG emissions reduction from the BAU forecast in both the residential and commercial/industrial sectors for the region. Title 24 is expected to reduce GHG emissions from reduced electricity and natural gas consumption in new residential housing units. SB 100 is expected to further reduce GHG emissions in the residential sector through reduced GHG emissions associated with electricity generation, as well as similar reductions in the commercial/industrial sector. The expected legislative reductions from SB 100 and Title 24 for the AMBAG planning area are summarized in Table 31.

Table 31 AMBAG Regional Legislative GHG Emissions Reduction

GHG Emissions Source	2025	2030	2035	2040	2045
Title 24 Reduction	5,937	2,951	4,113	4,840	5,369
Residential	5,937	2,951	4,113	4,840	5,369
Electricity - 3CE	4,628	163	225	264	292
Electricity - PG&E	3	6	9	10	11
Electricity - KCCP	51	124	178	214	242
Natural Gas	1,256	2,658	3,701	4,352	4,825
Commercial/Industrial	NA	NA	NA	NA	NA
Electricity - 3CE	NA	NA	NA	NA	NA
Electricity - PG&E	NA	NA	NA	NA	NA
Electricity - KCCP	NA	NA	NA	NA	NA
Natural Gas	NA	NA	NA	NA	NA
SB 100 Reduction	2,233	4,555	17,458	19,695	21,991
Residential	645	1,321	6,072	6,692	7,306
Electricity - 3CE	0	0	4,170	4,204	4,228
Electricity - PG&E	25	50	73	96	119
Electricity - KCCP	621	1,271	1,829	2,391	2,959
Commercial/Industrial	1,587	3,234	11,386	13,004	14,685
Electricity - 3CE	0	0	6,722	6,854	6,991
Electricity - PG&E	239	487	709	940	1,181
Electricity - KCCP	1,349	2,747	3,955	5,210	6,512
Total Reduction	8,170	7,506	21,571	24,535	27,360

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

GHG Emissions Source	2025	2030	2035	2040	2045
NA = not applicable; PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N ₂ O = nitrous oxide					

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy for Monterey, San Benito, and Santa Cruz Counties

A detailed summary of the AMBAG regional Adjusted forecast is provided in Table 32, with GHG emissions reported in MT CO₂e.

Table 32 AMBAG Regional Adjusted Forecast Detailed Summary

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Transportation	<u>349,425</u> 342,636	<u>363,386</u> 356,255	<u>373,238</u> 367,991	<u>381,817</u> 377,283	<u>390,813</u> 385,907	<u>400,329</u> 394,837
Aviation Gasoline Fuel Sales	2,679	2,757	2,832	2,893	2,952	2,999
JET-A Fuel Sales	8,185	8,511	8,809	9,047	9,262	9,453
Monterey Regional Airport	41,282	42,106	43,244	44,044	44,798	45,549
Off-road Natural Gas	<u>8,507</u> 9,597	<u>8,643</u> 9,750	<u>8,770</u> 9,893	<u>8,972</u> 10,121	<u>9,118</u> 10,286	<u>9,118</u> 10,286
Off-road Diesel	<u>180,213</u> 185,994	<u>186,090</u> 194,694	<u>188,828</u> 200,923	<u>190,600</u> 204,450	<u>192,907</u> 207,365	<u>195,597</u> 210,524
Off-road Gasoline	<u>108,559</u> 94,899	<u>115,279</u> 98,437	<u>120,755</u> 102,290	<u>126,262</u> 106,728	<u>131,776</u> 111,244	<u>137,612</u> 116,026
Residential	497,234	741,426	525,414	534,624	542,717	548,435
Electricity - 3CE	10,043	238,152	4,114	–	–	–
Electricity - PG&E	109	88	65	44	22	–
Electricity - KCCP	2,744	2,168	1,583	1,073	543	–
Natural Gas	484,338	501,018	519,652	533,507	542,152	548,435
Commercial/Industrial	516,010	884,239	517,746	519,202	527,963	537,089
Electricity - 3CE	16,217	381,445	6,599	–	–	–
Electricity - PG&E	1,084	855	628	427	217	–
Electricity - KCCP	6,008	4,709	3,423	2,322	1,182	–
Natural Gas	492,701	497,230	507,095	516,454	526,563	537,089
Wastewater	24,504	25,138	25,818	26,343	26,846	27,279
Fugitive Emissions from Septic Systems	9,420	9,661	9,921	10,122	10,315	10,480
Process N ₂ O from Wastewater Treatment	740	759	779	795	810	823
Process N ₂ O from Effluent Discharge	14,345	14,718	15,117	15,426	15,722	15,976
Solid Waste	374,138	386,974	399,452	341,135	347,584	353,461
Monterey Peninsula Landfill	98,232	100,193	102,902	104,806	106,600	108,386
Johnson Canyon Sanitary Landfill	242	246	253	258	262	266
John Smith Landfill	56,908	61,747	65,127	–	–	–
Buena Vista Landfill	19	20	20	–	–	–
Community Generated Solid Waste	218,737	224,768	231,151	236,071	240,722	244,809

GHG Emissions Source	2020	2025	2030	2035	2040	2045
Agricultural	455,098	447,513	440,489	433,995	428,001	422,481
Enteric Fermentation	258,071	258,071	258,071	258,071	258,071	258,071
Manure Management	51,973	51,973	51,973	51,973	51,973	51,973
Nitrogen Fertilizer Application	145,054	137,469	130,445	123,951	117,957	112,437
Total	<u>2,216,410</u>	<u>2,848,675</u>	<u>2,282,157</u>	<u>2,237,116</u>	<u>2,263,925</u>	<u>2,289,073</u>
	2,209,620	2,841,545	2,276,910	2,232,582	2,259,018	2,283,582

Notes: Values in this table may not add up to totals due to rounding

All values are of the unit metric tons of carbon dioxide equivalent (MT CO₂e)

PG&E = Pacific Gas and Electric; 3CE = Central Coast Community Energy; KCCP = King City Community Power; N₂O = nitrous oxide

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Appendix F

AB 52 Consultation



August 12, 2020

Monica Arellano
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road
Suite 232
Castro Valley, CA 94546

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Arellano:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

The 2045 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz and Monterey counties. The 2045 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Regional Transportation Plans for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The Regional Transportation Plans address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

For more information, visit **www.ambag.org** or call (831) 883-3750.

AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

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The EIR also will also address cumulative impacts and growth inducing impacts.

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2045 MTP/SCS Location Map



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Project Location
(County Boundaries)

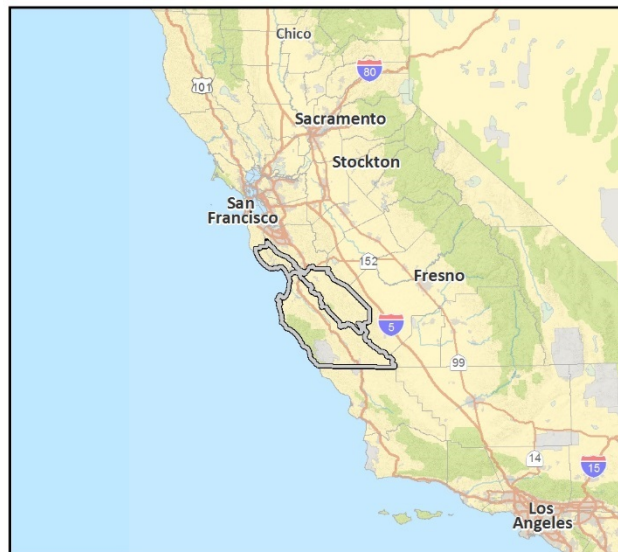


Fig 2 Project Location



August 12, 2020

Christanne Arias
Vice Chairperson
Ohlone/Castanoan-Esselen Nation
519 Viejo Gabriel
Soledad, CA 93960

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Arias:

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

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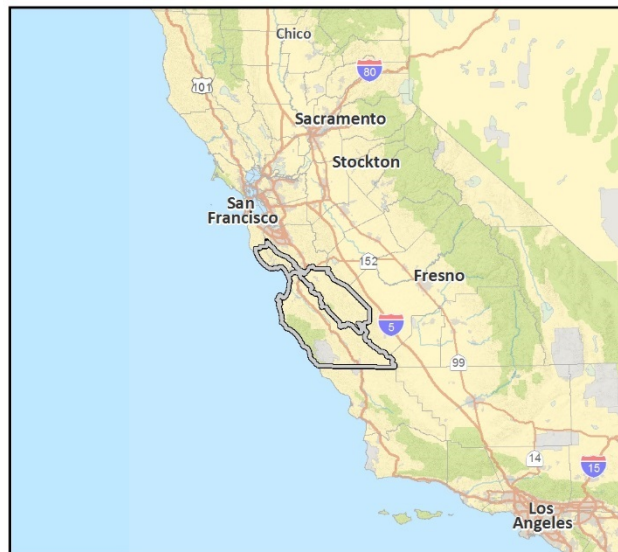


Fig 2 Project Location



August 12, 2020

Isaac Bojorquez

Chairman

Kokoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria

P.O. Box 541

Esparto, CA 95627

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Bojorquez:

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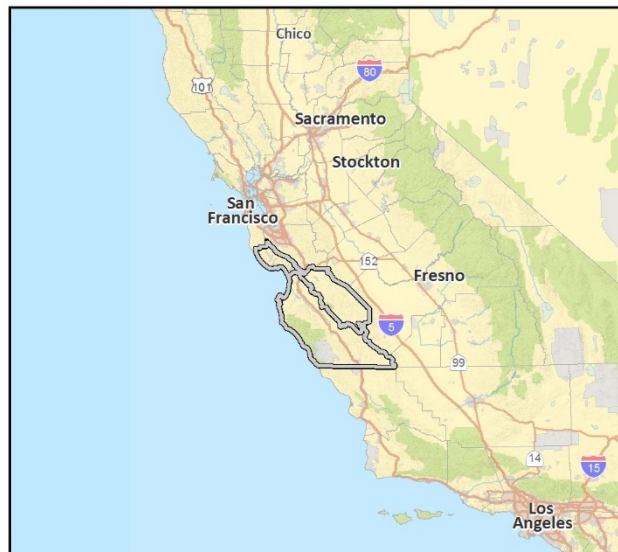


Fig 2 Project Location



August 12, 2020

Tony Cerda
Chairperson
Costanoan Rumsen Carmel Tribe
244 E. 1st Street
Pomona, CA 91766

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

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2045 MTP/SCS Location Map



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(County Boundaries)

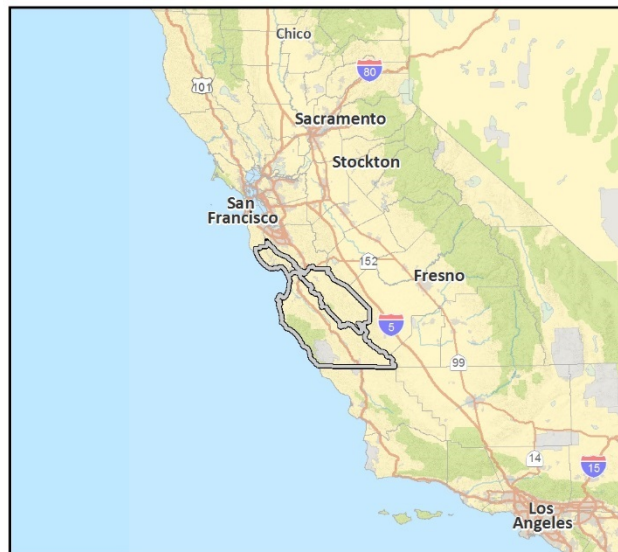


Fig 2 Project Location



August 12, 2020

Valentin Lopez
Chairperson
Amah Mutsun Tribal Band
P.O. Box 5272
Galt, CA 95632

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Lopez:

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

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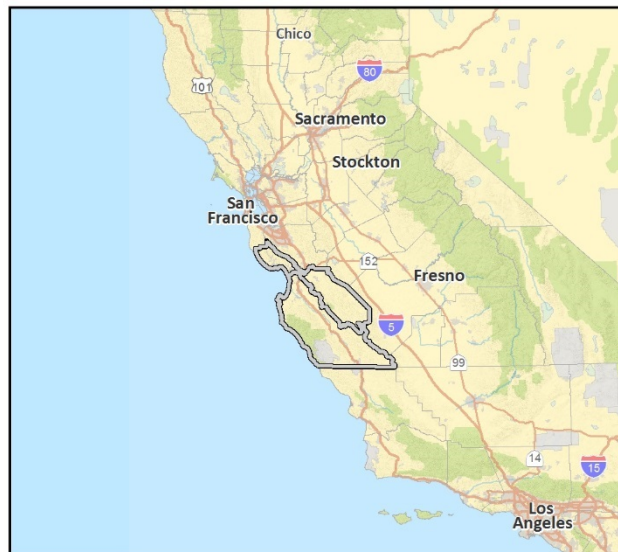


Fig 2 Project Location



August 12, 2020

Tom Little Bear Nason
Chairman
Esselen Tribe of Monterey County
P.O. Box 95
Carmel Valley, CA 93924

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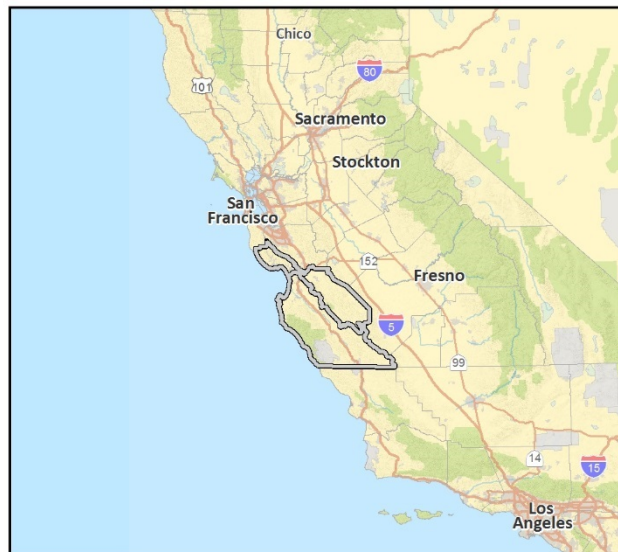


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August 12, 2020

Charlene Nijmeh
Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road
Suite 232
Castro Valley, CA 94546

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

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The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

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The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

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The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

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2045 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
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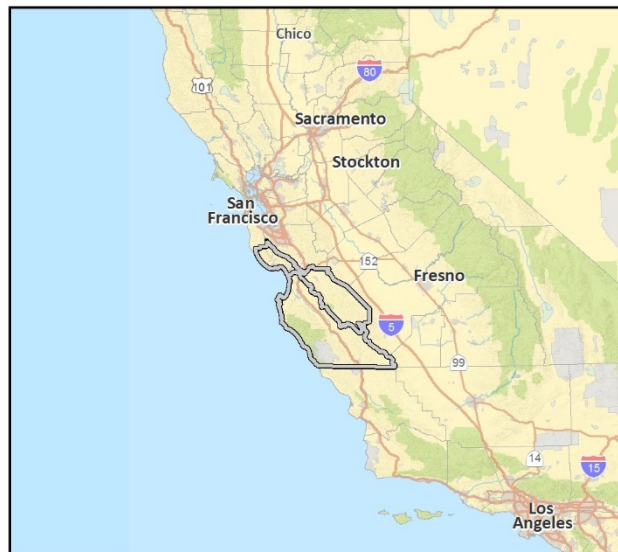


Fig 2 Project Location



August 12, 2020

Patrick Orozco
Chairman
Costanoan Ohlone Rumsen-Mutsun Tribe
644 Peartree Drive
Watsonville, CA 95076

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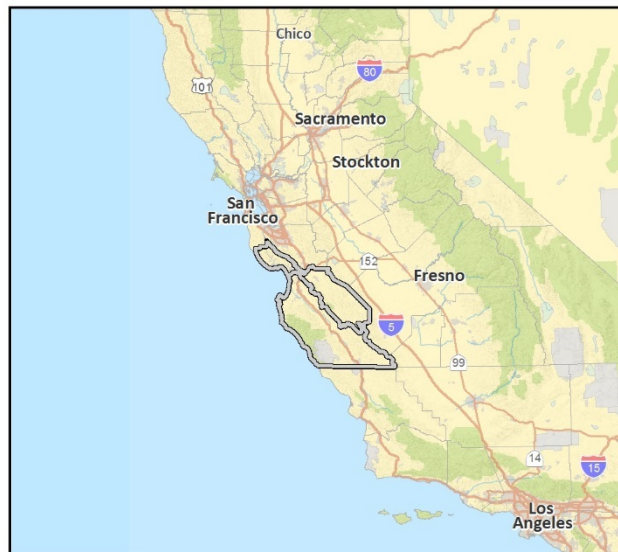


Fig 2 Project Location



August 12, 2020

Louise Miranda-Ramirez
Chairperson
Ohlone/Costanoan-Esselen Nation
P.O. Box 1301
Monterey, CA 93942

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The EIR also will also address cumulative impacts and growth inducing impacts.

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2045 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
(County Boundaries)

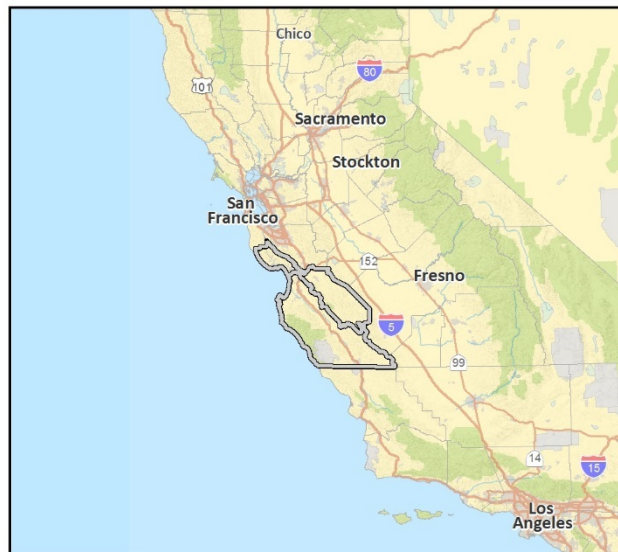


Fig 2 Project Location



August 12, 2020

Ann Marie Sayers
Chairperson
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Sayers:

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Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

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Mail comments on the EIR scope and contents to Heather Adamson at AMBAG, **24580 Silver Cloud Court, Monterey, California 93940** or e-mail comments to hadamson@ambag.org no later than **February 14, 2020**.

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PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

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The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

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Project Location
(County Boundaries)

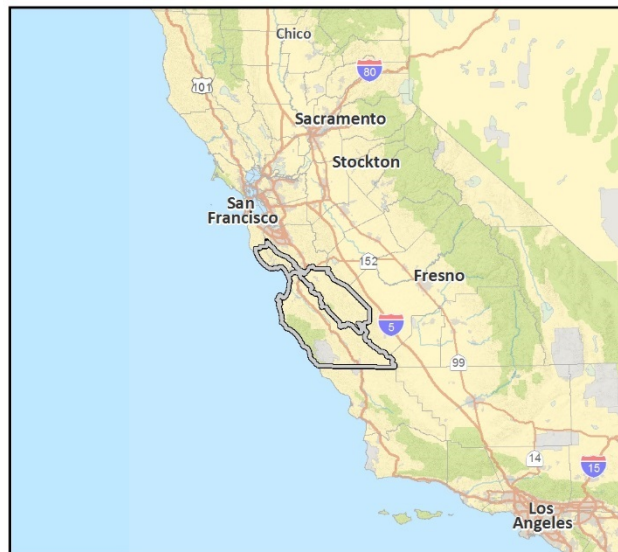


Fig 2 Project Location



August 12, 2020

Fredrick Segobia
Tribal Representative
Salinan Tribe of Monterey, San Luis Obispo Counties
7070 Morro Road
Suite A
Atascadero, CA 93422

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Mr. Segobia:

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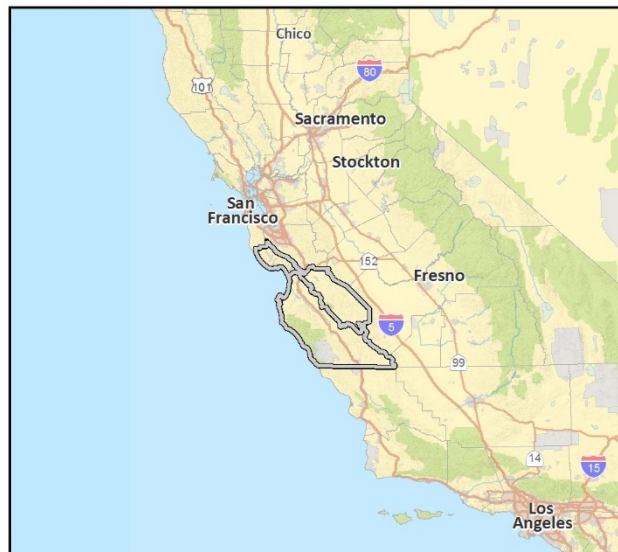


Fig 2 Project Location



August 12, 2020

Karen White
Chairperson
Xolon-Salinan Tribe
P.O. Box 7045
Spreckels, CA 93962

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. White:

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AMBAG will host a series of EIR Scoping Meetings/Public Workshops. The purpose of the meetings is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR, to inform the public of the 2045 MTP/SCS, as well as solicit public input on the 2045 MTP/SCS. The date, time and location of the meetings are as follows:

- **In Santa Cruz on January 22, 2020** from 6:00 PM to 7:30 PM at the Live Oak Community Room - Simpkins Center - 979 17th Ave, Santa Cruz, CA
- **In Hollister on January 23, 2020** from 6:00 PM to 7:30 PM at the San Benito County Board of Supervisors Chambers - 481 4th Street, Hollister, CA
- **In Monterey on January 29, 2020** from 6:00 PM to 7:30 PM at the Marina Library Community Room - 190 Seaside Circle, Marina, CA

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

AMBAG 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy, SBtCOG 2045 Regional Transportation Plan, SCCRTC 2045 Regional Transportation Plan and TAMC 2045 Regional Transportation Plan

Project Location

The geographical extent of the proposed 2045 MTP/SCS includes San Benito, Santa Cruz and Monterey counties, and all incorporated cities and unincorporated areas contained therein. The geographical extent for each RTPA's Regional Transportation Plan is the boundary for each respective county, including its incorporated and unincorporated areas. See location map at the end of this NOP.

Project Description

As the MPO for the tri-county region of Monterey, San Benito, and Santa Cruz counties, AMBAG is charged with developing a 2045 MTP/SCS. The 2045 MTP/SCS is the metropolitan long-range transportation plan for Monterey, San Benito, and Santa Cruz counties. SBtCOG, SCCRTC, and TAMC are the state-designated RTPAs for San Benito, Santa Cruz and Monterey counties, respectively. Each RTPA prepares a county-level long-range RTP, which will be evaluated in this EIR. The 2045 MTP/SCS is used to guide the development of the Regional and Federal Transportation Improvement Programs, as

well as other transportation programming documents and plans. The MTP outlines the region's goals and policies for meeting current and future mobility needs, providing a foundation for transportation decisions by local, regional, and State officials that are ultimately aimed at achieving a coordinated and balanced transportation system. The 2045 MTP/SCS sets forth actions, programs, and projects to address these needs consistent with adopted policies and goals. The 2045 MTP/SCS also documents the financial resources needed to implement the plan.

The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS as well as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg) enhances California's ability to reach its greenhouse gas emissions reduction goals by promoting coordinated planning with the goal of creating more sustainable communities. SB 375 mandates regional greenhouse gas emission reduction targets for passenger vehicles. Pursuant to SB 375, the California Air Resources Board established targets for 2020 and 2035 for each region covered by one of the State's 18 MPOs. AMBAG, as the regional MPO, must prepare a SCS that demonstrates how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.

AMBAG is currently preparing the 2045 MTP/SCS for the region. The 2045 MTP/SCS EIR will analyze the plan's impacts on the physical environment and identify measures to avoid or mitigate significant environmental effects. It also will be an informational document intended to inform public decisionmakers, responsible or interested agencies, and the general public of the potential environmental effects of a project.

If the targets established by the California Air Resources Board cannot be feasibly met, an Alternative Planning Strategy (APS) would be prepared by AMBAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

The transportation component of the MTP/SCS will include road and transit networks, non-motorized transportation, and transportation strategies and policies. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents, including housing to accommodate the eight-year Regional Housing Needs Assessment (RHNA) (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements for the MTP/SCS). The RHNA must be consistent with the SCS.

The RTPs for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county over a long-range timeframe through 2045. The RTPs address all forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas. The RTPs follow guidelines established by the State of California's Transportation Commission (CTC) to describe the transportation issues and needs facing

each county; identify goals and policies for how each county will meet its needs; identify the amount of money that will be available for needed projects; and include a list of prioritized transportation projects to serve each county's long-term needs within the projected "budget" of transportation revenues with consideration towards environmental impacts, land use, and special transportation needs.

Impacts to Be Addressed in the EIR

AMBAG, with input from the RTPAs for San Benito, Santa Cruz, and Monterey counties, is currently reviewing SCS scenarios to assess how future land use and transportation changes could achieve a coordinated and balanced regional transportation system while reducing greenhouse gas emissions from passenger vehicles and light trucks to meet the regional greenhouse gas reduction targets set by CARB. Following public review and input, the AMBAG Board of Directors will select a preferred SCS scenario. The EIR will evaluate the environmental effects of the preferred SCS scenario in detail.

The 2045 MTP/SCS EIR will analyze the potential for significant environmental effects for the following resource topics:

- Aesthetics/Visual Resources
- Agriculture and Forestry Resources
- Air Quality and Health Impacts/Risks
- Biological Resources
- Climate Change/Greenhouse Gases
- Cultural and Historic Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Wildfire

The EIR also will also address cumulative impacts and growth inducing impacts.

Preliminary MTP/SCS Project Alternatives Scenarios

The EIR also will evaluate the environmental impacts of alternative scenarios. The analysis of alternatives will focus on various land use and transportation scenarios that make different assumptions regarding the combinations of future land uses and transportation system improvements. The following preliminary MTP/SCS project alternatives may be addressed in the EIR:

- **No Project Alternative** – The No Project Alternative is required by CEQA. For this EIR, the No Project Alternative is defined as a land use base comprised of existing land use

plans and a transportation network comprised of committed transportation projects.

- **Active Transportation Mode and Transit Prioritized Alternative** – The Active Transportation Mode and Transit Prioritized Alternative would prioritize active transportation projects (e.g., bike lanes, pedestrian improvements) and public transit projects (e.g., bus stops, bus lanes) over projects that would improve or add to the road system that primarily serves personal motor vehicles. Thus, this alternative would encourage more active transportation and transit use in the region at an earlier date.
- **Intensified Land Use Alternative** – The Intensified Land Use Distribution Alternative will analyze a more compact land use pattern that further concentrates the forecasted population and employment growth in areas identified for more intensified use.

2045 MTP/SCS Location Map



Imagery provided by ESRI and its licensors © 2017.

Project Location
(County Boundaries)

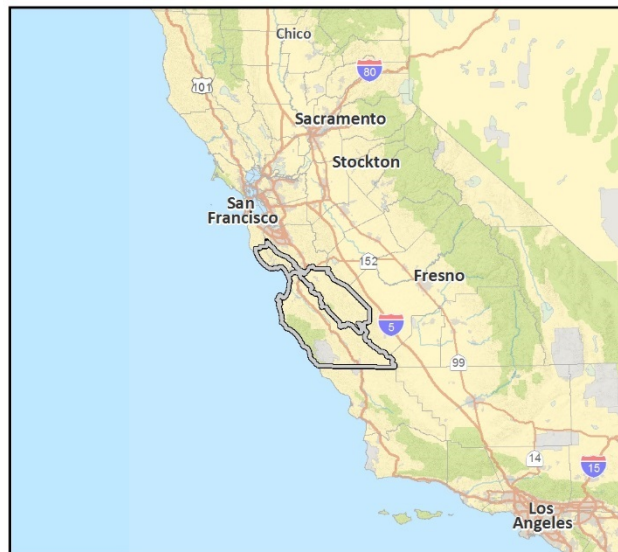


Fig 2 Project Location



August 12, 2020

Irenne Zwierlein
Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

SUBJECT: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 of 2014). Formal Notification of Project Undertaking, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Ms. Zwierlein:

AMBAG will be undertaking preparation of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and will serve as the 2045 MTP/SCS EIR lead agency.

Attached is the Notice of Preparation for the 2045 MTP/SCS EIR, which includes a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with AMBAG.

Very Respectfully,

Heather Adamson
Director of Planning

Attachment



**2045 Metropolitan Transportation Plan/Sustainable Communities Strategy
2045 Regional Transportation Plans for San Benito, Santa Cruz, and Monterey Counties**

Notice is hereby given that the Association of Monterey Bay Area Governments (AMBAG) will be the lead agency in partnership with the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Transportation Agency for Monterey County (TAMC), who are responsible agencies, for the preparation of an Environmental Impact Report (EIR) for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SBtCOG, SCCRTC, and TAMC are the state-designated Regional Transportation Planning Agencies (RTPAs) for San Benito, Santa Cruz, and Monterey counties, respectively. Each RTPA prepares a county-level long-range Regional Transportation Plan (RTP) that is consistent with the AMBAG 2045 MTP/SCS.

Pursuant to section 15082 of the California Environmental Quality Act (CEQA), AMBAG is soliciting your views on the scope and contents of the 2045 MTP/SCS EIR. The Draft EIR will be a Program EIR. A Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and acts as the first tier of environmental review. The EIR will serve as the Program EIR for the AMBAG 2045 MTP/SCS and as the Program EIR for the RTPs prepared by the RTPAs for San Benito, Santa Cruz, and Monterey counties.

The project description, location, environmental review requirements, and probable environmental effects to be addressed in the EIR are discussed below. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d).

The 2045 MTP/SCS will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout San Benito, Santa Cruz and Monterey counties. The 2045 MTP/SCS outlines the region's goals and policies for meeting current and future mobility needs and identifies programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Regional Transportation Plans for the counties of San Benito, Santa Cruz, and Monterey are developed for each of the counties to provide a sound basis for the allocation of state and federal transportation funds to transportation projects within each county for a long-range timeframe. The Regional Transportation Plans address major forms of transportation, and include the priorities and actions embodied in the plans prepared by each of the county's cities and unincorporated areas.

The SCS component of the MTP/SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375). SB 375 mandates regional greenhouse gas reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board has established 2020 and 2035 greenhouse gas reduction targets for each region covered by one of the state's metropolitan planning

organizations (MPOs). AMBAG is required to prepare an SCS that demonstrates how its greenhouse gas reduction targets could feasibly be met through integrated land use, housing, and transportation planning.

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2045 MTP/SCS Location Map



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Project Location
(County Boundaries)

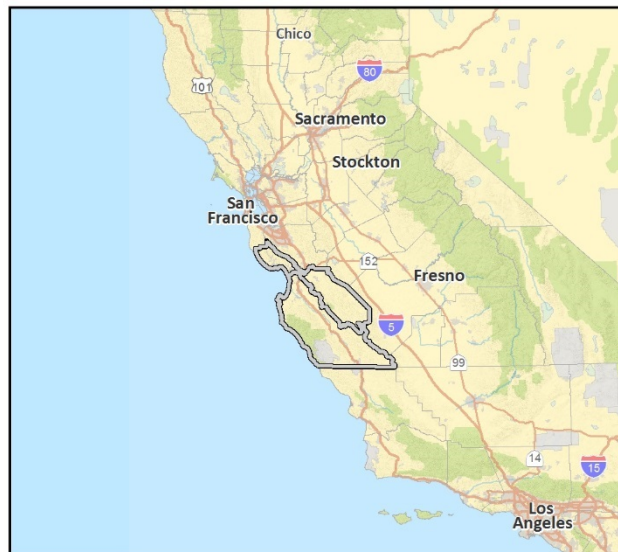


Fig 2 Project Location

Appendix G

2045 MTP/SCS and RTPs Transportation Alternative Project List

Alternative 2 – Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR018-CM	Rio Road Carmel Middle School Bicycle Connection	Install Class II Bike Lanes on Rio Road; Install Class I Path from Val Verde Drive - Carmel Middle School.	\$1,500
MON-CAR019-CM	Highway 1 Intersection Improvements Through Carmel (Rio Road/Ocean/Carpenter)	Bicycle detection to cross Hwy I; ADA ramps; audible countdown; widen shoulders for bicycles; upgrade wayfinding signage to add distances.	\$200
MON-CAR020-CM	Carmel to Monterey Bicycle Connection	Bikeway improvements and wayfinding signage along Hwy 1/Hwy 68 West/Viejo Road Path/Viejo Road and Soledad Drive. Install painted class II bike lanes Viejo Road and Soledad Drive.	\$700
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR023-CM	Scenic Pathway Pedestrian Trail	Install ADA ramps, ADA parking, and hardscape safety improvement along the Scenic Pathway	\$400
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR037-CM	US Bike Route 95 Corridor Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along the USBR 95 route	\$100
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Franciscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR070-MA	Reservation Rd Cycle Track	Install Class IV bike lanes	\$3,000
MON-MAR087-MA	Citywide Class II Bike Lanes Project	Install Class II bike lanes	\$300
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$1,000
MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$1,500
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class 1 and/or Class IV connection to N Fremont project to FORTAG	\$1,500
MON-MRY042-MY	Lake El Estero Class I	Add Class 1 facilities on Fremont, Camino Aguajito and Camino El Estero to link Rec Trail to El Estero Park	\$3,000
MON-MRY043-MY	Mark Thomas Class 1	Connect N Fremont project to downtown via Mark Thomas and Fairgrounds Road	\$2,000
MON-MRY044-MY	Garden Road	Pedestrian and bike improvements on Garden Rd to connect future housing to Businesses	\$1,000
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC001-UM	Alisal Road	Install Class III bikeway	\$7
MON-MYC002-UM	San Benancio - Corral de Tierra Rd Loop	Install Class II bikeway	\$530
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC029-UM	Florence St. Extension	Install Class II bikeway	\$276
MON-MYC030-UM	Gonzales - River Road	Install Class II bikeway	\$1,127

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC036-UM	Hall Road - Tarpey Road	Install Class II bikeway	\$1,000
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC042-UM	Jonathan St. Extension	Install Class I bikeway	\$255
MON-MYC045-UM	Las Lomas Dr Bicycle Lane & Pedestrian Project	Install Class II bikeway, new sidewalks, curb & gutter, and a new drainage and water system.	\$2,673
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC056-UM	Monte Road	Install Class II bikeway	\$1,989
MON-MYC059-UM	Nacimiento-Ferguson Rd	Shoulder widening & geometrics	\$18,500
MON-MYC060-UM	Natividad Road	Install Class II bikeway	\$2,453
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC063-UM	Old Stage Road/Hebert Road	Install Class III bikeway	\$720
MON-MYC064-UM	Pajaro River Levee Trail	Install Class I bikeway	\$850
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$67
MON-MYC070-UM	Prunedale South Road	Install Class II bikeway	\$3,127
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install Class II bike lanes	\$29,300
MON-MYC078-UM	Rogge Road	Install Class II bikeway	\$1,414
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC095-UM	South Boundary Road	Install Class II bikeway.	\$1,934
MON-MYC114-UM	Reservation Rd.	Install Class II bikeway	\$6,099
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC121-UM	Tarpy Rd Improvements	LT Channelization and improve shoulders	\$1,000
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC126-UM	Abrams Dr	Install Class III bikeway	\$3
MON-MYC127-UM	Alta St/Old US Hwy 01	Install Class III bikeway	\$4
MON-MYC128-UM	Arroyo Seco Rd	Install Class III bikeway	\$24
MON-MYC130-UM	Artichoke Avenue	Install Class III bikeway	\$442

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$10
MON-MYC137-UM	Brooklyn Street	Install Class III bikeway	\$600
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC139-UM	Canada de la Segunda	Install Class III bikeway	\$12
MON-MYC140-UM	Carmel River Bridge	Install Class I bikeway	\$540
MON-MYC141-UM	Carmel Valley Class I Bicycle Path Project Phase IV	Install Class I bikeway.	\$1,275
MON-MYC142-UM	Carmel Valley Rd	Install Class II bikeway	\$278
MON-MYC143-UM	Carmel Valley Rd at Boronda Rd Intersection	Intersection improvements	\$1,278
MON-MYC144-UM	Carmel Valley Rd at Country Club Drive	Intersection improvements	\$1,120
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway.	\$3,602
MON-MYC148-UM	Cattleman Rd	Install Class III bikeway	\$51
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC160-UM	CVMP - Class II Bike Lanes	Install Class II bike lanes	\$308
MON-MYC168-UM	Davis Road	Install Class II bikeway.	\$3,193
MON-MYC170-UM	Drainage Pond/Miller Property	Install Class II bikeway	\$16
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$388
MON-MYC173-UM	Elm Ave	Install Class III bikeway	\$14
MON-MYC174-UM	Elm Ave	Install Class III bikeway	\$7
MON-MYC175-UM	Espinosa Rd	Install Class III bikeway	\$8
MON-MYC176-UM	Espinosa Rd	Install Class III bikeway	\$6
MON-MYC177-UM	Foletta Rd	Install Class III bikeway	\$12
MON-MYC178-UM	Fort Romie Rd	Install Class III bikeway	\$12
MON-MYC180-UM	Front Rd Extension	Install Class II bikeway	\$95
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC187-UM	Gloria Road	Install Class II bikeway	\$2,055
MON-MYC189-UM	Grant St	Install Class III bikeway	\$2
MON-MYC190-UM	Harkins Rd	Install Class II bikeway	\$68
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC196-UM	Iverson Rd	Install Class II bikeway	\$5,000
MON-MYC197-UM	Iverson Road	Install Class II bikeway	\$2,600
MON-MYC198-UM	Jetty Road/Pajaro River (Zmudowski Beach)	Install Class I bikeway	\$5,729
MON-MYC199-UM	Johnson Canyon Road	Install Class II bikeway	\$1,350
MON-MYC203-UM	Lanini Rd	Install Class II bikeway	\$2,000
MON-MYC204-UM	Main St	Install Class II bikeway	\$6
MON-MYC205-UM	McCoy Road	Install Class II bikeway	\$3,868
MON-MYC206-UM	McCoy Road	Install Class II bikeway	\$87
MON-MYC207-UM	McGowan Rd - MBSST	Install Class III bikeway	\$2
MON-MYC209-UM	Meade St (Extension)	Install Class II bikeway	\$2
MON-MYC210-UM	Meridian Rd	Install Class III bikeway	\$8
MON-MYC211-UM	Meridian Rd Path	Install Class I bikeway	\$95
MON-MYC212-UM	Mesa Verde	Install Class III bikeway	\$8
MON-MYC213-UM	Monte Rd - MBSST	Install Class II bikeway	\$81
MON-MYC214-UM	Monterey Bay Sanctuary Scenic Trail-Moss Landing	Install bikeway and bridge.	\$9,159
MON-MYC215-UM	Moro Rd	Install Class III bikeway	\$6
MON-MYC216-UM	Moss Landing Road Bike Lanes, Storm Drain, and Street Improvements	Install Class II/III bikeway and curb, gutter, and sidewalks.	\$3,228
MON-MYC220-UM	Old Stage - San Juan Grade	Install Class III bikeway	\$13
MON-MYC223-UM	Pajaro Rail Line	Install Class I bikeway	\$448
MON-MYC224-UM	Payson St - Chualar Rd	Install Class III bikeway	\$4
MON-MYC226-UM	Pesante Rd	Install Class III bikeway	\$2
MON-MYC228-UM	Portola Dr	Install Class II bikeway	\$16

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC229-UM	Prunedale North Rd	Install Class II bikeway	\$46
MON-MYC230-UM	Reese Cir - Country Meadows Rd	Install Class III bikeway	\$3
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC236-UM	Russell Road	Install Class II bikeway	\$1,105
MON-MYC237-UM	Salinas Rd - Hall Rd - Tarpey Rd	Install Class II bikeway	\$74
MON-MYC239-UM	Salinas Street	Install Class I/II bikeway	\$360
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC241-UM	San Juan Grade Rd	Install Class II bikeway	\$88
MON-MYC244-UM	San Juan Rd	Install Class II bikeway	\$5
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC249-UM	Sanctuary Scenic Trail Segment 10	Install Class I bikeway	\$2,058
MON-MYC250-UM	Sanctuary Scenic Trail Segment 11	Install Class I bikeway	\$634
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC253-UM	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	\$2,800
MON-MYC254-UM	Sanctuary Scenic Trail Segment 14	Install Class I bikeway	\$258
MON-MYC255-UM	Sanctuary Scenic Trail Segment 14A	Install Class I bikeway	\$835
MON-MYC256-UM	Sanctuary Scenic Trail Segment 17A	Install Class I bikeway	\$699
MON-MYC257-UM	Sanctuary Scenic Trail Segment 17B	Install Class I bikeway	\$1,659
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC259-UM	Sanctuary Scenic Trail Segment 9	Install Class I bikeway	\$37
MON-MYC261-UM	Seymour St	Install Class III bikeway	\$2
MON-MYC262-UM	Sill Road	Install Class II bikeway	\$696
MON-MYC265-UM	Strawberry Rd	Install Class III bikeway	\$10
MON-MYC268-UM	Tafton Rd	Install Class III bikeway	\$8
MON-MYC269-UM	Tafton Rd	Install Class III bikeway	\$2
MON-MYC270-UM	Tafton Rd - MBSST	Install Class III bikeway	\$3

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC271-UM	Tavernetti Rd	Install Class II bikeway	\$94
MON-MYC272-UM	Tavernetti Rd	Install Class III bikeway	\$1
MON-MYC272-UM	Tavernetti Road	Install Class II bikeway	\$553
MON-MYC274-UM	Teague Ave	Install Class III bikeway	\$4
MON-MYC275-UM	Tembladero Slough	Install Class II bikeway	\$221
MON-MYC276-UM	Thorne Rd	Install Class III bikeway	\$11
MON-MYC277-UM	Werner Rd	Install Class II bikeway	\$9
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II bicycle lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA-PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie-install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-MYC329-UM	Esquiline Road Pedestrian Crossing	Pedestrian crossing (Bridge 509)	\$2,000
MON-MYC330-UM	Carmel Valley Road Class II Bikeway	Install Class II Bikeway and shoulder widening on south side of Carmel Valley Road from Carmel Rancho Blvd to Carmel Middle School	\$508
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I Bike Path Along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city-wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II bike lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57-mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class I Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS133-SL	Davis Road Bike Path	Install .57-mile bike path	\$200
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500
MON-SNS138-SL	Bardin Road Safe Routes to School/ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry	\$12,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		seal on East Alisal Street and crosswalk and ADA enhancements	
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, bike lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/Class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-SOL077-SO	Bryant Canyon Bike Trail	Bryant Canyon Bike Trail; construct bike lanes or trail	\$750
MON-SOL078-SO	San Vicente Bike Trail	San Vicente Bike Trail; construct bike lanes or trail	\$400
MON-TAMC006- TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741
MON-TAMC010- TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011- TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016- TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017- TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018- TAMC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT011-CT	Scenic Route 68 Corridor Improvements	Make intersection and other operational improvements to increase safety and improve traffic flow from Salinas to Monterey.	\$94,143
MON-CT031-CT	US 101 - South of Salinas Improvements	Purpose of this project is to improve safety and relieve future traffic congestion by eliminating multiple highway crossings, constructing a new interchange at Harris Road, and provide necessary frontage roads to allow farmers to access their lands. Frontage roads along US 101 south of Salinas (Abbott Street on/off ramp) and make related intersection improvements (EA 05-OH330). These improvements will enhance bicycle and pedestrian mobility and facilitate transit access.	\$112,000
MON-CT036-CT	SR 156 - Castroville Boulevard Interchange	Construction new interchange for SR 156 and Castroville Boulevard/Blackie Road. (related to CT022 and CT023)	\$55,200
MON-GON015-GO	US 101/Gloria Road Interchange	US 101/Gloria Road Interchange Improvements. (EA 05-OP930) PM 68.4/70.4	\$36,000
MON-GRN008-GR	US 101 - Walnut Avenue Interchange	Relocate and replace existing US 101/Walnut Avenue Interchange and widen to six lanes. (EA 05-OP160) PM 53.4/54.3	\$39,800
MON-KCY006-CK	US 101 - 1st Street Interchange (Lonoak Street I/C)	Extend San Antonio over railroad tracks from Lonoak to US 101/First Street Interchange. (PM R39.77).	\$32,580
MON-MAR136-MA	SR1 & Imjin Bridge	Widen NB off-ramp to two lanes	\$590
MON-MAR137-MA	SR1 & Imjin Bridge	Widen SB on-ramp to two lanes	\$500
MON-SOL002-SO	US 101 - North Interchange	Install new interchange north of US 101 and Front Street.	\$5,200
MON-SOL003-SO	US 101 - South Interchange	Install new interchange south of US 101 and Front Street.	\$21,760
MON-SOL014-SO	SR 146 Bypass (Pinnacles Parkway)	Construct to 4 lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility.	\$15,589

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOL046-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY016-CK	Bypass (South San Antonio Extension)	Bridge, Road and Ped/Bike Construction.	\$10,000
MON-KCY017-CK	Bypass (Lonoak Connection)	Road and Ped/Bike Construction.	\$15,000
MON-MAR077-MA	Salinas Ave. Improvement Project	Construct new 2 lane arterial. Complete Streets design with the widening. Previous FORA project.	\$1,915
MON-MAR114-MA	Del Monte Boulevard Widening	Widen to 4 lanes and add Class II bike lanes. Triggered by Marina Station Subdivision	\$5,000
MON-MAR150-MA	Del Monte Blvd Extension	Construct new roadway	\$13,000
MON-MAR153-MA	Patton (Abrams) Pkwy Extension	Construct new roadway	\$1,150
MON-MAR154-MA	Imjin Pkwy Widening Project	Measure X and SB1 LPP project to widen Imjin Pkwy to 4 lanes from Reservation Rd to Imjin Rd.	\$41,750
MON-MAR165-MA	Imjin Road Widening Project	Widen from 2 lanes to 4 lanes	\$2,075
MON-MRY005-MY	Del Monte Corridor	Add eastbound lane from El Estero to Sloat Ave.	\$8,000
MON-MYC192-UM	Harris Road Widening	Widen to four lanes on Harris Court to Salinas City Limit.	\$13,300

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC245-UM	San Juan Road Improvements	Widen to four travel lanes with Class II bike lanes from Pajaro to US 101. Construct traffic signals and intersection improvements at the Aromas Road, Carpinteria Road, Murphy Road and Tarpey Road intersections. Construct intersection improvements at San Miguel Canyon Road.	\$71,900
MON-SCY015-SA	Tioga widening	Widen Tioga Ave. at Del Monte; Install Class II bike lanes and fill sidewalk gaps.	\$600
MON-SNS006-SL	US 101 - Alvin Drive Overpass/Underpass and Bypass	Construct overpass/underpass and 4 lane street structure.	\$12,325
MON-SNS008-SL	Bernal Drive East Improvements	Widen road, construct sidewalk and retaining wall on north side of road, between N. Main and Rosarita Dr.	\$1,647
MON-SNS012-SL	Boronda Road Traffic Congestion Relief	Widen to 4 lanes; install class II bike lanes and fill sidewalk gaps. Roundabouts will be installed throughout the corridor	\$6,671
MON-SNS029-SL	John Street - US 101	Widen to 4 lanes between Work to Wood Streets with grade separated overpass	\$8,513
MON-SNS035-SL	Lincoln Avenue Widening	Widen Lincoln to 4 lanes between West Market and Gavilan	\$1,117
MON-SNS037-SL	Main Street (North) Widening	Widen to 6 lanes from Market to Casentini including bicycle and pedestrian improvements.	\$5,060
MON-SNS044-SL	Natividad Road Widening	Widen from 2 to 4 lanes	\$4,296
MON-SNS048-SL	Romie Lane Widening	Widen from 2 lanes to 4 lanes between S. Main to East of California Street	\$1,218
MON-SNS050-SL	Russell Rd Widening	Widen Street from US 101 to San Juan Grade Rd.	\$3,078
MON-SNS052-SL	Sanborn Road Widening/Reconstruction	Widen to 6 lanes and reconstruct from John Street to Abbott Street; accommodations for bikes and peds.	\$14,737
MON-SNS059-SL	Williams Road Widening	Widen from 2 to 4 lanes	\$5,500
MON-SNS090-SL	Russell Road Extension	Extend 4 lane arterial	\$17,557
MON-SNS092-SL	San Juan - Natividad Collector	Construct an east - west 2 lane collector roadway	\$3,635
MON-SNS093-SL	Independence Boulevard Extension	Extend as 2 lane collector	\$1,374
MON-SNS094-SL	Hemingway Drive Extension	Construct 4 lane road	\$2,871
MON-SNS095-SL	Constitution Boulevard Extension	Construct 4 lane street	\$9,556
MON-SNS096-SL	Sanborn Road Extension	Construct 4 lane arterial	\$6,895
MON-SNS097-SL	Williams Russell Collector	Construct new north - south connection	\$8,115
MON-SNS098-SL	Alisal Street Extension	Extend as 2 lane collector street with bike lanes	\$5,119
MON-SNS099-SL	Moffett Street Extension	Extend as 4 lane collector	\$3,336
MON-SNS100-SL	Rossi Street Widening	Widen to 4 Lanes, install median and bike lanes	\$300
MON-SNS101-SL	Bernal Drive Extension	Extend as 4 lane arterial	\$6,976

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS102-SL	Constitution Boulevard Extension	Construct new 2 lane street	\$3,403
MON-SNS103-SL	Williams Road Widening	Widen from 3 to 4 lanes	\$2,975
MON-SNS104-SL	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.	\$2,908
MON-SNS108-SL	Laurel Drive Widening	Widen to 6 lanes and add left turn channelization west of Constitution	\$2,161
MON-SNS121-SL	McKinnon Street Extension	Extend as a two-lane collector from Boronda Rd to Rogge Road	\$3,710
MON-SNS279-SL	Ross Rd Extensions	Extend Rossi St as 4-lane arterial btwn Western Bypass and Davis Rd with bike lanes.	\$2,488
MON-SNS280-SL	Eastern Bypass	Construct four-lane arterial from US 101 to Williams Rd	\$17,837
MON-SNS281-SL	El Dorado Drive Extension	Extend as two-lane collector from Boronda Rd to Rogge Rd	\$2,398
MON-SNS282-SL	Abbott Street Widening	Widen to 4-lanes, add median and left turn channelization & eliminate parking on both sides of street	\$1,266
MON-SOL065-SO	Camphora-Gloria Road (2007 TIF R12)	Camphora-Gloria Road (2007 TIF R12); Construct to 4 lanes	\$18,617

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety Enhancements	Realign side streets and intersections with Mountain View to reduce potential conflicts at offset skew intersections	\$200
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave Embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoe Road	Install two lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US-101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or roundabout	\$2,500
MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left- turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY022-MY	Citywide Street Reconstruction	Street reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street panel replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide traffic signal pole replacement	\$20,000
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & Geometric Improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and Rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved Turnouts and Signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder Widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laurels Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to grade separation)	\$7,890
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay existing roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes between future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA- PW&F)	\$2,968
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA- PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs and adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA- PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA- PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing between Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class I bike path SB on San Miguel Canyon between the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study- Project Area 6	Project area 6 project is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and	\$1,950

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface Street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Moore Corridor Improvements	Roundabout installation intersection improvements along General Jim at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161
MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median improvements/median left turn lanes between Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33
MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install signal	\$546

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersection Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800
MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000
MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/Sn Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/ Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 8 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 9 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000

Appendix G: Alternative Project Lists
Alternative 2 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST019-MST	Highway 68 Corridor Transit Improvements	Highway 68 Corridor Transit Improvements	\$15,000
MON-MST020-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along North Main Street.	\$15,000
MON-TAMC001-TAMC	Monterey Branch Line Light Rail- Phase 1	Provide light rail transit service using the existing 16-mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations.	\$145,000
MON-TAMC003-TAMC	Rail Extension to Monterey County- Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000

Table 10 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

Table 11 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$150,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST013-MST	Zero Emission Buses and Infrastructure	Electrification and/or fuel cell technology vehicles and infrastructure	\$149,500
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 12 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

Alternative 2 – San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

Appendix G: Alternative Project Lists
Alternative 2 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A21	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	\$300
SB-SJB-A22	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$75

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to four lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase II	Convert to four lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

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Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2-lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemy Street to Muckelemy Street	Reconstruction of Muckelemy Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	\$500
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial; 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 <u>47,048</u>
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4-lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpinteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemei Street & Monterey Street	Constructing a roundabout.	\$450

Appendix G: Alternative Project Lists
Alternative 2 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A03	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short- and long-range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$132,130

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Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Alternative 2 – Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot-wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$1,340
SC-CAP-P04b-CAP	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola Village along Stockton Avenue, Esplanade, San Jose Avenue & Monterey Avenue. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,100
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$520
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$200
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$200
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th Avenue.	\$50
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$1,250

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$1,050
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class I bike path along the levees and a Class II bikeway on Thurwachter Road and Beach Road.	\$9,500
SC-CO-P40-USC	Glen Coolidge Drive/Hwy 9 Bike Path	Class I bike facility from Glen Coolidge Drive to Hwy 9 to provide eastern access to UCSC.	\$2,380
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$72,310
SC-CO-P46-USC	San Lorenzo River Valley Trail	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,830
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CO-P68-USC	Thurwachter Road Bike Lanes	Install bicycle lanes.	\$50
SC-CO-P77-USC	East Cliff (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.	\$410
SC-CO-P78-USC	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$520
SC-CO-P103-USC	East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	Construct sidewalks and bike lanes on East Cliff where there are gaps	\$7,000
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P07a-VAR	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene Marks SP to the Sea trail concept. Lead agency TBD.	\$14,000
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02</u> Bicycle Safety Education (BikeSmart and WalkSmart)	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$7,460 <u>\$450</u>
SC-MTD-P23-MTD	Bike Station at Capitola Mall	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,030
SC-MTD-P49-MTD	Pacific Station Bike Station	Establish bike station at Pacific Station.	\$410
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k 1M/yr)	\$17,500 <u>\$25,000</u>
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$630
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$20,660
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P107-SCR	Arroyo Seco Trail (Medar Street to Grandview Street)	Pave exiting gravel trail and widen and pave connection to Grandview Street.	\$500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P120-SCR	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$620
SC-SC-P123-SCR	Soquel/Branciforte/Water <u>Water Bike Lane Treatments (San Lorenzo River to Branciforte) Bike Lane Treatments</u>	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P124-SCR	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$8,204
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400
SC-SC-P132-SCR	Swanton Blvd Multi-Use Trail Connector	Install a 10-12-foot-wide multi-use trail along Swanton, Delaware and Natural Bridges, completing a missing link.	\$1,900
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$1,970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multi-modal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P21-SCR	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.	\$1,030
SC-SC-P22-SCR	Chestnut Street Pathway	Install a Class I bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	\$570
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class I bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class I bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$1,000
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P47-SCR	Chestnut Street Bike Lanes	Install Class II bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class I bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$100

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class II bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications. <u>Improvements.</u>	\$2,070 <u>\$500</u>
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class II bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 <u>\$500</u>
SC-SC-P75-SCR	Lump Sum Bike Projects	Bike projects based on needs identified through the Active Transportation Plan and Santa Cruz City Schools Complete Streets Master Plan. These are in addition to projects listed individually in the RTP.	\$6,800
SC-SC-P95-SCR	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,410
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 <u>\$520</u>
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,600
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50
SC-SV-P29-SCV	Glen Canyon Road Bike Lanes	Class II Bike lanes from Flora Lane to Green Hills.	\$1,030
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 <u>\$250</u>
SC-SV-P33-SCV	Civic Center Drive Bike Lanes	Add bike lanes to narrow road.	\$410
SC-SV-P34-SCV	N. Navarra Drive-Sucinto Drive Bike Lanes	Add bike lanes to developing area behind commercial.	\$620
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410
SC-SV-P36-SCV	El Rancho Drive Bike Lanes	Add bike lanes on El Rancho within city limits.	\$310
SC-SV-P37-SCV	Lockhart Gulch Road Bike Lanes	Add Class II bike lanes to narrow, primarily residential street.	\$720
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,360
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue	\$515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P55-SCV	Bean Creek Rd at Bluebonnet Traffic Circle	Install traffic circle to slow traffic and improve visibility of crosswalk. Source ATP Plan	\$300
SC-SV-P57-SCV	Bean Creek Rd Traffic Calming and Sidewalk Upgrades	Install traffic calming measures and upgrade to standard sidewalk on east side of the street. Study options to install Class I facility on east side of the street. Source ATP Plan	\$650
SC-SV-P58-SCV	Bluebonnet Lane Separated Bikeway	Install raised cycletrack or Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance. Source ATP Plan	\$290
SC-SV-P59-SCV	Bluebonnet Lane at Monteville Crosswalk Improvements	Install high-visibility raised crosswalk. Source ATP Plan	\$25
SC-SV-P60-SCV	Carbonera Creek Multi-Use Path	Study options to install multi-use path connecting parks along Carbonera Creek. Source ATP Plan	\$300
SC-SV-P61-SCV	Upgrade Bicycle Sharrows	Upgrade all white sharrows in City limits to green backed sharrows. Source ATP Plan	\$12
SC-SV-P62-SCV	In-Street Pedestrian Crossing Improvements	Install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic. Source ATP Plan	\$5
SC-SV-P63-SCV	Citywide Bicycle Detection at Intersections	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves. Source ATP Plan	\$380
SC-SV-P64-SCV	Citywide Crosswalk Improvements	Upgrade crosswalks near schools to high visibility. Source SRTS Plan	\$70
SC-SV-P65-SCV	Bean Creek Rd/Camp Evers Connection	Pave (asphalt or concrete) existing dirt paths on Bean Creek Rd. Source SRTS Plan	\$21
SC-SV-P66-SCV	El Pueblo Rd Sidewalk Connections	Fill sidewalk gaps and install pedestrian-scale lighting. Source ATP Plan	\$950
SC-SV-P67-SCV	Erba Lane/ MacDorsa Sidewalk Connection	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park. Source Parks Master Plan	\$200
SC-SV-P68-SCV	Erba Lane Sidewalk Connection	Install sidewalk between Scotts Valley Drive and fire station. Source ATP Plan	\$85
SC-SV-P69-SCV	Glen Canyon Rd at Hwy 17 Overpass Pedestrian Bridge	Study options to install pedestrian pathway under freeway bridge. Source ATP Plan	\$100
SC-SV-P70-SCV	Glenwood Dr/Meadow View Dr Intersection Improvements	Install curb extensions to shorten crossing distance. Upgrade crosswalks to high visibility and install LED flashing stop signs. Source SRTS Plan	\$117

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P71-SCV	Glendwood Dr Bicycle Improvements	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way. Source SRTS Plan	\$103
SC-SV-P72-SCV	Granite Creek Rd Overpass Bike/Ped Modifications	Study options to rebuild overpass to widen sidewalks and install Class IV separated bikeways. Install pedestrian-scale lighting (long term). Source ATP Plan	\$200
SC-SV-P73-SCV	Granite Creek Rd Overpass Bike Improvements	Narrow travel lanes to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane (short term). Source ATP Plan	\$50
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P75-SCV	Kings Village Rd Bike/Ped Connection	Install bike/pedestrian connection between potential new development at 440 Kings Village Road and Town Center property. Source ATP Plan	\$95
SC-SV-P76-SCV	Kings Village Rd Crosswalk Improvements	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible. Source ATP Plan	\$370
SC-SV-P77-SCV	La Madrona Dr Bike/ Ped Improvements	Install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road, when Gateway South project developed. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane. Source ATP Plan	\$200
SC-SV-P78-SCV	Lockwood Lane Multi-Use Path	Install Class I multi-use path between Mount Hermon Road and Whispering Pines Drive. (long term) Source ATP Plan	\$1,300
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	\$90
SC-SV-P80-SCV	Citywide Pedestrian Signals	Install pedestrian countdown signal heads at all signalized intersections. Source ATP Plan	\$120
SC-SV-P81-SCV	Lockhart Gulch Road Multi-Use Path	Study options to install multi-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway. Source ATP Plan	\$25
SC-SV-P82-SCV	Mt Hermon Rd Bike & Ped Improvements	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	\$800
SC-SV-P83-SCV	Mt Hermon Rd Buffered Bike Lanes	Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop. Source ATP Plan	\$190
SC-SV-P84-SCV	N. Navarra Dr Bike/Ped Access	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access. Source Parks Master Plan	\$50
SC-SV-P85-SCV	Navarra Dr Sharrows & Wayfinding	Install green backed sharrows on N. Navarra Dr. Install bike wayfinding signage on S. Navarra Dr. to highlight Green Hills Road connection. Source ATP Plan	\$4

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SC-SV-P86-SCV	Quien Sabe Rd Sidewalk	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard. Source ATP Plan	\$100
SC-SV-P87-SCV	Sandraya Heights Rd Crossing Improvements	Install curb extension on northwest corner to shorten crossing. Install high-visibility crosswalk. Source SRTS Plan (long term)	\$53
SC-SV-P88-SCV	Santa's Village Rd Sidewalk Improvements	Widen sidewalk to Class I multi-use path to connect new housing developments with Granite Creek Road. Source ATP Plan	\$400
SC-SV-P89-SCV	Scotts Valley Drive at Bean Creek Road Crossing Improvements	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval. Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance. Source SRTS Plan	\$150
SC-SV-P90-SCV	Scotts Valley Drive at Mount Hermon Road Lane Modifications	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility. Source ATP Plan	\$30
SC-SV-P91-SCV	Scotts Valley Dr at Victor Square Crosswalk/Sidewalk Improvements	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads. Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance. Source ATP Plan	\$40
SC-SV-P92-SCV	Scotts Valley Dr Lane Modifications/Pedestrian Crossing Improvements	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeway. Source ATP Plan and SRTS Plan	\$516
SC-SV-P94-SCV	Highway 17 On/Off Ramp Modernization & Redesign	Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Long term: Study options to redesign intersection. Source ATP Plan	\$100
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P98-SCV	Vine Hill School Rd Sidewalk Improvements	Fill sidewalk gaps on north/ east side of street. Source ATP Plan	\$250
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P10-UC	Hagar/McLaughlin Intersection Improvements	Signal, pedestrian safety improvements (including new crosswalk) and roadway improvements.	\$520
SC-UC-P30-UC	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	Install Class II bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,580
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520
SC-UC-P34-UC	Spring Street Bikeway	Construct bikeway connecting Spring Street to Hagar Court.	\$310
SC-UC-P36-UC	Porter/Performing Arts Pedestrian Bridge	Construct pedestrian bridge.	\$1,030

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SC-UC-P37-UC	College Nine/Crown College Pedestrian Bridge	Construct pedestrian bridge.	\$1,550
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-UC-P39-UC	College Nine/Communications Pedestrian Bridge	Construct pedestrian bridge.	\$1,030
SC-UC-P40-UC	Science Hill/North Academic Core Pedestrian Bridge	Construct pedestrian bridge.	\$1,030
SC-UC-P50-UC	Sidewalk/Pedestrian Improvements	Widen sidewalks/improve ped access in areas of campus.	\$5,170
SC-UC-P55-UC	UCSC Bicycle Facilities	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	\$1,030
SC-UC-P56-UC	Heller Drive Bicycle Lanes (Empire Grade to Porter College)	Add Class II bicycle lanes in downhill direction as feasible.	\$830
SC-UC-P72-UC	Kerr/Porter Road Pedestrian Bridge ADA Upgrades	Modify bridge to improve access.	\$3,100
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$2,000
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$5,170
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P33-VAR	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,170
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$3,870
SC-WAT-P15-WAT	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,380
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$6,250
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>
SC-WAT-P42-WAT	Pajaro Valley High School Connector Trail	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Boulevard).	\$710
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P51-WAT	Rodriguez Street (Main Street to Riverside)- Buffered Bike Lane	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez Street to delineate bike lane from vehicle parking and traffic.	\$12
SC-WAT-P52-WAT	Union/Brennan (Freedom to Riverside) - Sharrows	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$12
SC-WAT-P53-WAT	Kearney/Rodriguez - Ped Crossing	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$35
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 <u>\$900</u>

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P55-WAT	Main/Rodriguez/Union/ Brennan (Freedom to Riverside) - Crosswalks	Evaluate and if found necessary, increase the number of crosswalks on Main Street, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$115
SC-WAT-P58-WAT	Main Street (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$890
SC-WAT-P60-WAT	Hillside Avenue to Freedom Boulevard Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$360
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$600
SC-WAT-P63-WAT	Pajaro Lane to Freedom Boulevard Ped/Bike Connection	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Boulevard to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$360
SC-WAT-P64-WAT	Freedom Boulevard/Green Valley Road Neighborhood Bike/Ped Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Boulevard.	\$1,800
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one-foot-deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 <u>\$660</u>
SC-WAT-P70-WAT	Pennsylvania Drive (Green Valley Road to Clifford Avenue)	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,600
SC-WAT-P71-WAT	MBSST (Coastal Rail Trail) - Walker Street - (Watsonville Slough Trailhead to Walker Street) <u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker Street. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	\$2,760 <u>\$3,400</u>
SC-WAT-P73-WAT	Main Street Modifications (East Lake Avenue to Freedom Boulevard)	Provide complete streets improvements including but not limited to pedestrian crossings, bicycle facilities, bus stops, parking, sidewalks and traffic management.	\$1,000
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting,	\$27,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		bus shelters, bike parking and benches	
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$20,600
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$20,000
SC-WAT-P82-WAT	Lincoln St Safety Improvements	Pedestrian Crossing Enhancements that incorporate bulbouts, landscaping, lighting, decorative pedestrian scale fencing, enhanced crosswalks, improved sidewalks and pedestrian amenities, fencing, artistic enhancements by high school artists and classes in crossings and on lighting. Also includes bicycle racks, pavement sharrows, and signage.	\$600
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700
TRL 05cSC	Yellowbank/Panther Beach parking lot bicycle/pedestrian overcrossing	Construction of a bicycle and pedestrian crossing of the rail line and Hwy 1 to provide access to the North Coast Rail Trail (NCRT) at formalized Yellowbank/Panther Beach with connections to Cotoni Coast Dairies.	\$2,000
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7- Phase 2 (Bay/California St to Pacific Ave/wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7- Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road- Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 <u>\$4,000</u>
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60-foot-long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 <u>\$274,012</u>
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 <u>\$291,364</u>
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 <u>\$3,500</u>
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR Preserve pavement and replace 87 ADA ramps as needed. 9 to north of Western Drive)		\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(south of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P78-CT	Hwy 17 Capital Maintenance (SR 1 to Vine Hill School Road area)	Preserve pavement, upgrade median barrier, install 12 TMS	\$17,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salspuedes Creek to Old Chittenden Road)	\$12,500

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	<u>Clares Street Traffic Calming- Phase I and II and Pavement Preservation</u>	<u>Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.</u>	\$1,350
CAP 20SC	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	\$415
CAP 22SC	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	\$1,000
CO 90SC	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	\$2,084
CO 91SC	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	\$1,863
CO 92SC	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	\$1,643

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 93SC	Holohan Road Resurfacing	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	\$490
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CAP-19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P55-CA	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500
SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two-way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two-way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Cassery Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC City Limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley City Limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530
SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Captiola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length- El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$2,110
SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 <u>\$600</u>

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install traffic signal or roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona Iowa/Nobel Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini-roundabout to replace the all-way stop to improve safety and capacity.	\$500
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	\$100 <u>\$1,100</u>
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes- narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000
SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps: replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

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Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/State Park Drive Improvements	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800
SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short-range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-09s-VAR	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
<u>SC-VAR-P50-VAR</u>	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 <u>\$140</u>
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT-43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO-50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC-02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520

Appendix G: Alternative Project Lists
Alternative 2 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 <u>\$51,750</u>
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data	Replace mobile data terminals in vehicles.	\$400

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Terminals/Radios		
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low-income seniors for transit expenses to/from employer sites.	\$1,600
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P15-CAP	Capitola Jitney Transit Service	Purchase and operate local transit service.	\$1,030
SC-CAP-P18-CAP	Capitola Intra-City Rail Trolley	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,460
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$12,650
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$237,800
SC-MTD-P15-MTD	Bus Rapid Transit	Transit signal priority, queue jumps, and enhanced stations to speed up major cross-county trunk routes.	\$36,500
SC-MTD-P24-MTD	Small Bus Fleet	Purchase smaller shuttle buses, possibly autonomous, for first mile/last mile connections. Cost currently unknown.	\$1,700
SC-MTD-P38-MTD	Maintenance Facility Expansion	Property acquisition, design, and construction of maintenance facility expansion.	\$15,850
SC-MTD-P53-MTD	Park and Ride Facilities	Fund purchase and construction or lease of parking areas for commuter bus patrons, either surface lot or parking structure.	\$29,400
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$25,000

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P22-UC	Alternative Fuel/Electric Shuttle Vehicles	Capital acquisition of vehicles/conversion of shuttles to EV.	\$10,330
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-UC-P46-UC	East Collector Transit Hub	New transit hub at East Collector (East Remote) lot.	\$5,170
SC-UC-P48-UC	UCSC - Metro Station Bus Rapid Transit Improvements	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor and UCSC roadways.	\$5,170
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-MTD-P18-MTD	Commuter/Subscription Bus Program	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).	\$6,500
SC-MTD-P21-MTD	Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,070
SC-MTD-P54-MTD	South County Operations and Maintenance Facility	Acquisition of property and construction of second operations and maintenance facilities to better serve South County.	\$50,000
SC-MTD-P55-MTD	Customer IT amenities	Upgrade Hwy 17 Wi-Fi and expand to local routes	\$1,010

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on-campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640
SC-VAR-P41-VAR	Transportation for Low Income Families	Transportation service for low-income families with children. Includes medical service rides, out-of-county rides, volunteer rides, taxi script, ride to work program, etc. Current avg annual need \$.5M. Constrained=\$0M.	\$11,000
SC-VAR-P42-VAR	Transportation for Caregivers of Seniors/People with Disabilities	Transportation service for caregivers of seniors or people with disabilities. Including, but not limited to programs such as, volunteer rides, taxi script, ride to work program. Current avg annual need \$.5M. Constrained=\$0M.	\$11
SC-WAT-P27-WAT	Watsonville Shuttle	Year-round public transit service.	\$300

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$25,000
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$131,100
SC-MTD-P20-MTD	Bikes on Buses Expansion	Add additional space for bikes on articulated buses when/if METRO purchases or leases 60-ft articulated buses.	\$60
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P35-MTD	Transit System Technology Improvements	Hardware and software for essential transit operations and administration: computer servers, networking equipment, telephones, personal computers, digital ID processing equipment, office equipment, and software. Periodic replacement at end of useful life.	\$5,000
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$6,270
SC-MTD-P46-MTD	Watsonville Transit Center Improvements	Minor upgrades to Watsonville Transit Center.	\$1,030
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-MTD-P56-MTD	Replacement of Watsonville Transit Center	Replacement transit center at existing or new location.	\$25,000
SC-RTC-03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-RTC-P41-RTC	Rail Line: Freight Service Upgrades	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals and replace ties.	\$25,000
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P51-UC	Bike Shuttle Vehicle Acquisition	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$520
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,100

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Soquel to Brommer)- Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-Wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 <u>\$16,851</u>
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC-34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate standalone project (\$6.7 M)	\$1
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Alternative 3 – Monterey County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR002-CM	Carmel to Pebble Beach Bike/Ped Facility	Construct Class I or Class II bike facility.	\$86
MON-CAR021-CM	SR 1 Carmel Corridor between Carmel River Bridge and Carpenter Street	Provide accommodation for bicyclists along State Route 1 Bike Route.	\$500
MON-CAR024-CM	Rio Road Traffic Calming, Pedestrian Access and Bicycle Lanes	Install traffic calming devices, enhance visibility and safety at the crossing zone, and provide bicycle lanes	\$250
MON-CAR025-CM	Eighth and San Antonio Avenues Class II Bike Improvements	Install signs, pavement markings, intersection modifications, etc. along Eighth and San Antonio Avenues	\$80
MON-CAR027-CM	Pedestrian Pathway behind Larson Field and Rio Park	Construct pedestrian and possible bike route around Larson Field across Rio Park site	\$75
MON-CAR035-CM	Downtown ADA Ramps	Install new and reconstruct non-conforming ADA ramps in Downtown Area (Est. 125 total)	\$1,000
MON-CAR038-CM	Downtown Sidewalk Repairs and Pedestrian Enhancements	Repair damaged sidewalks, add pedestrian enhancements, benches, signs, trash receptacles, etc.	\$250
MON-DRO006-DR	Gen. Jim Moore Bicycle Improvement	Stripe Class II both sides w/in City limits.	\$10
MON-DRO007-DR	Canyon Del Rey Boulevard (Hwy 218) Bicycle Gap	Stripe Class II Bike lanes on East side of Canyon Del Rey Blvd and complete gaps on Westside; Stripe/Restripe bike lanes to the left of right turn lanes	\$500
MON-GRN001-GR	Apple Avenue Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$3,548
MON-GRN005-GR	Thorne Road Bridge over US 101	Construct new bike/pedestrian bridge parallel to existing overpass.	\$1,548
MON-GRN010-GR	12th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN011-GR	13th Street Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN012-GR	2nd Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN013-GR	3rd Street Bike Lanes	Construct Class II bike lanes	\$1
MON-GRN014-GR	7th Street Bike Lanes	Construct Class III bike lanes.	\$1
MON-GRN015-GR	El Camino Real Exit Bike Lane	Construct Class II/III bike lane (Class II preferred).	\$1
MON-GRN016-GR	Elm Avenue Bike Lanes	Construct Class II bike lanes.	\$1
MON-GRN017-GR	Pine Avenue Bike Lanes	Construct Class II bike lanes	\$1

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-GRN018-GR	Walnut Avenue Bike Lanes	Construct Class II bike lane.	\$1
MON-KCY008-CK	Airport Road Bike Lane	Sign Class III bike lane.	\$2
MON-KCY009-CK	Metz Road Bike Lane	Stripe Class II, restripe roadway	\$200
MON-KCY037-CK	Maintenance/Repairs	Repair/rebuild, streets sidewalks (financial info estimated)	\$120
MON-KCY038-CK	Vanderhurst Bike Lanes	Install Class II bike lanes.	\$20
MON-KCY039-CK	1st St Bike Lanes	Install Class II bike lanes	\$20
MON-KCY040-CK	Broadway Bike Lanes	Install Class II bike lanes	\$5
MON-KCY045-CK	Division St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY046-CK	San Antonio Dr Bike Lanes	Install Class II bike lanes: Includes pedestrian improvements (road diet)	\$50
MON-KCY047-CK	N. Third St Bike Lanes	Install Class II bike lanes	\$50
MON-KCY048-CK	Franciscan Way Bike Lanes	Install Class II bike lanes	\$50
MON-MAR026-MA	Citywide Sidewalk Improvement Program	Construct new sidewalk per ADA Transition Plan	\$6,000
MON-MAR039-MA	Downtown Pedestrian Improvements	Sidewalk and crosswalk improvements downtown; Project part of the Downtown Vitalization Plan	\$1,000
MON-MAR108-MA	Remove and Replace Signs, Class III Bikeway	Remove and replace signs at signalized trail intersections, replace with R9-5 signs	\$30
MON-MAR157-MA	Reservation Rd/Beach Rd Improvements	Widen roadway w/ sidewalk and bike lane improvements	\$6,800
MON-MAR160-MA	ADA Transition Program	City-wide sidewalk, ramp, intersection, and bus-stop improvements	\$1,621
MON-MRY001-MY	Aguajito Road	Construct new Class I Bikeway	\$800
MON-MRY002-MY	Del Monte - Washington Improvements	Traffic signal improvements that include bike/ped safety features	\$3,000
MON-MRY003-MY	Del Monte/Aguajito and Del Monte/El Estero Signal Improvements	Ped and bike improvements at Del Monte and Camino Aguajito and Camino El Estero to include signal work	\$3,400
MON-MRY012-MY	Pacific Street Bike/Ped Improvements	Bike/ped and traffic flow improvements	\$1,500
MON-MRY013-MY	Recreation Trail Improvements	Widening and rehabilitation of recreation trail to include access to Rec Trail and trail crossings	\$8,000
MON-MRY014-MY	Window on the Bay	New bikeway and pedestrian facilities	\$7,000
MON-MRY016-MY	Lower Presidio Pedestrian Connection	New pedestrian connector	\$2,500
MON-MRY020-MY	Monterey City Bikeways Program	Install Class I, Class II, Class III and Class IV bikeways throughout city	\$14,177
MON-MRY035-MY	Citywide intersection ADA upgrades	Install ADA curb ramps and ADA access improvements	\$3,500
MON-MRY037-MY	Citywide Wayfinding Sign Program	Provide a comprehensive vehicular, pedestrian and bicycle wayfinding sign program	\$100

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MON-MRY038-MY	Traffic System, Pedestrian and Bike Upgrades Citywide	Traffic signal upgrades to include bike and pedestrian improvements, includes detection and APS, operations and safety improvements	\$431
MON-MRY040-MY	Del Monte and Casa Verde/Rec Trail Improvements	Add pedestrian and bike safety improvements and protected lefts at Del Monte/Casa Verde/Rec Trail	\$923
MON-MRY041-MY	N Fremont Class I/Class IV Gap Closure	Add Class I and/or Class IV connection to N Fremont project to FORTAG	\$300
MON-MRY048-MY	Citywide Sidewalk Repair	Sidewalk panel repair	\$2,000
MON-MYC003-UM	Blackie Road	Install Class II bikeway	\$5,400
MON-MYC026-UM	Elkhorn Road	Install Class II bikeway	\$10,900
MON-MYC040-MA	Inter-Garrison Road	Install Class II bikeway	\$10,800
MON-MYC046-UM	Laureles Grade Road	Install Class II bikeway	\$6,497
MON-MYC053-UM	Metz Road	Install Class III bikeway	\$24
MON-MYC062-UM	Old Stage Road Shoulder Widening	Shoulder widening and channelization at intersections	\$11,500
MON-MYC068-UM	Porter Drive	Install Class III bikeway	\$30
MON-MYC075-UM	River Road Operational Improvements	Widen shoulders and improve geometrics, and install Class II bike lanes	\$29,300
MON-MYC085-UM	San Juan Grade Road	Install Class II bikeway	\$6,120
MON-MYC115-UM	Corral de Tierra	Install Class II bikeway	\$8,508
MON-MYC118-UM	Williams Rd.	Install Class III bikeway	\$2
MON-MYC124-UM	Harris Road Improvements	Lt Channelization, shoulder improvements	\$8,000
MON-MYC135-UM	Bluff Rd	Install Class III bikeway	\$5
MON-MYC138-UM	Camphora Gloria Road	Install Class II bikeway	\$5,850
MON-MYC145-UM	Castro St	Install Class III bikeway	\$1
MON-MYC146-UM	Castroville Boulevard	Install Class II bikeway	\$3,602
MON-MYC149-UM	Central Ave	Install Class III bikeway	\$22
MON-MYC150-UM	Chualar River Rd	Install Class III bikeway	\$8
MON-MYC151-UM	Cooper - Nashua Rd	Install Class III bikeway	\$15
MON-MYC152-UM	Cooper Road	Install Class III bikeway	\$9
MON-MYC168-UM	Davis Road	Install Class II bikeway	\$3,193
MON-MYC172-UM	Elkhorn Rd	Install Class II bikeway	\$194

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC185-UM	Geil St	Install Class III bikeway	\$1
MON-MYC186-DR	Gen Jim Moore Path	Install Class I bikeway	\$1,206
MON-MYC193-UM	Harrison Rd	Install Class II bikeway	\$82
MON-MYC231-UM	Reservation Rd Pedestrian/Bicycle Access	Install Class I bikeway and improve visibility of pedestrian crossing at Blanco Road.	\$140
MON-MYC240-UM	San Benancio Road	Install Class II bikeway.	\$10,364
MON-MYC246-UM	San Juan Road to Pajaro Levee	Install Class II bikeway	\$663
MON-MYC248-UM	Sanctuary Scenic Trail 15A	Install Class I bikeway	\$5,082
MON-MYC251-UM	Sanctuary Scenic Trail Segment 12	Install Class I bikeway	\$5,552
MON-MYC252-UM	Sanctuary Scenic Trail Segment 13	Install Class I bikeway	\$7,404
MON-MYC258-UM	Sanctuary Scenic Trail Segment 7	Install Class I bikeway	\$3,411
MON-MYC291-UM	Reservation Road Bicycle Lanes	Install Class II Bicycle Lanes	\$250
MON-MYC296-UM	Castroville Boulevard at Elkhorn Rd - Pedestrian Beacon Project (RMA- PW&F)	Install rectangular rapid-flashing beacons and streetlights; Rio Rd at Via Nona Marie- install rectangular rapid-flashing beacons. (RMA-PW&F)	\$210
MON-MYC317-UM	Laurel Drive Sidewalk Improvement (County element)	Related to Salinas Laurel Drive Improvement project; Small amount of County property fronting Laurel Drive. (RMA-PW&F)	\$204
MON-MYC327-UM	Castroville Sidewalks	Construction of sidewalks, markings and ADA ramps	\$4,000
MON-MYC328-UM	South County Communities Sidewalks	Construction of sidewalks, markings and ADA ramps	\$7,700
MON-PGV008-PG	Rec. Trail Improvements	Add landscaping, hardscape, stairs, benches, handrails, crosswalks, and signs	\$2,000
MON-PGV011-PG	Recreational Trail Repairs	Repair failing sections of recreational trail	\$3,000
MON-PGV026-PG	David Ave Bikeway	Install Class II/III bikeway and wayfinding signage along David Ave.	\$400
MON-SCY009-SA	Bike Path Lighting	Install Lighting on existing Class I path.	\$325
MON-SCY010-SA	Class I Bike Path	Complete connection of Monterey Bay Coastal Trail Class I bike path through Sand City	\$400
MON-SCY011-SA	Class I Bike Path along Railroad	Install Class I bike path along Railroad ROW	\$1,300
MON-SCY012-SA	Class III Bikeways	Install Class III bikeway signage	\$15
MON-SEA029-SE	Lightfighter Drive Pedestrian Improvements	Sidewalk improvements and landscaping upgrades	\$500
MON-SEA033-SE	Bike Upgrades - City-Wide	Install Class II bike lanes city wide. (See ATP)	\$2,000
MON-SEA036-SE	Fremont Bike Lanes	Install Class II Bike Lanes on Fremont	\$2,750
MON-SEA037-SE	ADA Transition Plan Upgrades	Roadway & Sidewalk improvements	\$32,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS003-SL	ADA Access Ramp Installations	Install ADA access ramp locations throughout city, annual project	\$16,000
MON-SNS005-SL	Alisal Rd. Bikeway	Install shared bike path East Alisal to City Limits	\$6
MON-SNS007-SL	Alvin Drive Bike Lanes	Install bike lanes along Alvin between McKinnon and Natividad	\$172
MON-SNS014-SL	Bridge Street Bike Lanes	Install bike lanes along entire length of Bridge Street	\$419
MON-SNS019-SL	Davis Road Bike Path	Install .57-mile bike path	\$350
MON-SNS046-SL	Reclamation Ditch Bike System	Construct Class 1 Bike Path along ditch # 1665	\$3,500
MON-SNS064-SL	Calle Del Adobe/West Laurel Dr Bike Lanes	Install Class II bike lanes	\$156
MON-SNS065-SL	Carr Lake Bikeways	Construct Class I and Class II Bikeways	\$5,000
MON-SNS066-SL	East Alisal St (Future St) and Freedom Parkway (Future St) Bike Lanes	Install Class II bike lanes	\$200
MON-SNS071-SL	John Street Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS072-SL	Los Palos Drive Class III Bike Lane	Install Class III bikeway signage	\$1
MON-SNS073-SL	Market Street Class II Bikeway	Install Class II bikeway signage	\$1
MON-SNS075-SL	N Maderia/King St Class III Bikeway	Install Class III bikeway signage	\$1
MON-SNS076-SL	N Maderia/Saint Edwards Ave Class III Bikeway	Install Class III bikeway signage	\$5
MON-SNS077-SL	N Main/Espinosa Rd Class II Bike Lane	Install Class II bike lane	\$5,000
MON-SNS078-SL	Natividad Creek Bike Path	Install new bike path	\$680
MON-SNS080-SL	Rossi St Extension Class II Bike Lanes	Install Class II bike lanes	\$175
MON-SNS083-SL	Russell Rd Class II Bike Lanes	Install Class II bike lanes	\$155
MON-SNS084-SL	San Juan Grade Class II Bike Lanes	Install Class II bike lanes	\$230
MON-SNS086-SL	Station Place (ITC Bridge)	Install Bike and Ped Bridge over Railroad	\$1,500
MON-SNS087-SL	Trevin Ave Class II Bike Lanes	Install Class II bike lanes	\$25
MON-SNS089-SL	W Laurel/US 101 Overpass/Adams St Class III Bikeway	Install Class III bikeway signage	\$3
MON-SNS129-SL	Street Sidewalk Repair	Annual Sidewalk Repairs (project on-going)	\$1,050
MON-SNS131-SL	Downtown Vibrancy Plan	Circulation/Parking/Pedestrian Improvements in Downtown	\$375
MON-SNS137-SL	East Alisal Street Vibrancy Plan	Circulation/Parking/Pedestrian Improvements on East Alisal Street	\$2,500

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS138-SL	Bardin Road Safe Routes to School/ ATP	Circulation, SR2S, two roundabouts, road reconstruction on Bardin Rd, Slurry seal on East Alisal Street and crosswalk and ADA enhancements	\$12,000
MON-SNS139-SL	Alvin Drive	Circulation, SR2S, Traffic Signals, Cycle Tracks	\$3,548
MON-SNS140-SL	Linwood Drive	SR2S, Bike Lanes	\$700
MON-SNS141-SL	East Laurel Drive Pedestrian Improvements	Sidewalk. Lighting, trail lighting and pedestrian push button upgrades on Const/Laurel traffic signal	\$5,800
MON-SNS145-SL	W Alisal Complete Streets	Circulation, Bike Lanes, Ped, Transit	\$8,552
MON-SNS146-SL	Lincoln Ave Complete Streets	Circulation, Bike Lanes, Bus Facilities	\$1,570
MON-SNS161-SL	Natividad/Gabilan Creek Trail	Bike/Ped Trail Repairs	\$1,100
MON-SNS164-SL	Rossi-Rico Bike Trail	Bike Trail repairs along Rossi Rico Park	\$400
MON-SOL006-SO	Bicycle Racks and Lockers	Install Bicycle Racks and Lockers	\$35
MON-SOL043-SO	Pedestrian Lighting	Construct pedestrian lighting along various City streets	\$900
MON-SOL044-SO	Pinnacles Bike Route	Construct a Class I bike path/class II bike lanes along Metz Rd to encourage bicycle tourism.	\$500
MON-SOL075-SO	Citywide Bike Lanes	Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide	\$1,440
MON-TAMC006- TAMC	Monterey County Bicycle and Pedestrian Improvement Projects	Various bicycle and pedestrian improvement projects throughout Monterey County	\$12,741
MON-TAMC010- TAMC	Fort Ord Regional Trail and Greenway (FORTAG)	Approximately 28-mile bike and pedestrian access path through the former Fort Ord. Construction anticipated to take place in phases with Phase 1 as 218 Canyon Del Rey segment (TAMC projects 16, 17 and 18 are segments of this overall project)	\$80,000
MON-TAMC011- TAMC	Safe Routes to Schools	Countywide Safe Routes to Schools program	\$20,000
MON-TAMC016- TAMC	FORTAG Phase 1 - 218 Canyon Del Rey Segment	Construction of the 218 Canyon Del Rey segment of the FORTAG project	\$10,396
MON-TAMC017- TAMC	FORTAG Phase 1B - Del Monte to Fremont	Construction of Del Monte to Fremont Segment	\$8,197
MON-TAMC018- TAMCC	FORTAG Phase 2 - CSUMB Segment	Construction of the CSUMB Segment	\$10,070

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Table 2 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CT039-CT	SR 218 - Operational Improvements	Add turn pockets, signal improvements, shoulder widening, etc.	\$10,000
MON-CT040-CT	State Highway Operations and Protection Program (SHOPP)	Unspecified SHOPP projects/3 Categories	\$830,591
MON-MAR134-MA	SR1 & Imjin Bridge	Restripe bridge for two WB lanes and one EB lane	\$26
MON-MAR135-MA	SR1 & Imjin Bridge	Convert SB off-ramp to off-ramp loop	\$2,000
MON-MYC288-UM	SR 1 - Carmel River FREE	Replace a portion of the elevated SR 1 roadway embankment with a causeway. Realign and re-profile the existing Highway between the southern end of the existing Carmel River bridge to the south of the proposed overflow bridge. Construct new bicycle and pedestrian access. Construct new southbound turn lane to serve the Palo Corona Regional Park entrance.	\$14,900
MON-PGV010-PG	SR 68 - Bishop to Sunset	Mobility Improvements including sidewalks, lighting, landscaping, and roadways overlay	\$10,502
MON-SNS123-SL	US 101/Boronda Improvements	Auxiliary Lanes/Ramp Improvements	\$960
MON-SNS126-SL	US 101/Kern Street TS	Traffic Signal or Roundabout at US 101/Kern	\$500
MON-SOL046-SO	Intersection Improvements at Metz Rd and East St	Construct intersection, install roundabout	\$900
MON-TAMC008-TAMC	Holman Highway 68 Safety & Traffic Flow	Make safety and operational improvements to Holman Highway in Pacific Grove and Monterey; includes bicycle, pedestrian and traffic safety and ADA improvements.	\$22,300

Table 3 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-CAR005-CM	Rio Road Parking Facility	Construct Rio Road off site parking facility with jitney pick up station.	\$20
MON-CAR007-CM	San Carlos Streetscaping	Install streetscape in 2 or 3 small median islands	\$30
MON-CAR009-CM	San Carlos Rehabilitation	Remove concrete pavement, replace drainage facilities, repair or reconstruct concrete sidewalks, curbs, and gutters, and repave with asphalt along San Carlos Street between Ocean and Sixth Avenues	\$200
MON-CAR010-CM	Mission Street Rehabilitation	Rehabilitate Mission Street including repaving street and curb, gutter and sidewalk improvements.	\$400
MON-CAR012-CM	Road rehabilitation and maintenance	Routine maintenance under the Pavement Management Report	\$1,840
MON-CAR026-CM	Mountain View Avenue Intersection Safety	Realign side streets and intersections with Mountain View to reduce potential conflicts	\$200

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Enhancements	at offset skew intersections	
MON-CAR028-CM	Second Avenue Embankment Reconstruction	Reconstruct Second Ave embankment to eliminate landslide potential and reopen road to traffic	\$750
MON-CAR029-CM	Mission Street Bypass Drainage Improvements	Install bypass pipe along Junipero Street to increase capacity due to bottleneck on Mission St	\$820
MON-CAR031-CM	Junipero Drainage Improvements	Increase drainage capacity to eliminate bottleneck	\$800
MON-CAR032-CM	Monte Verde Street and Second Ave Drainage Improvements	Install new underground drainage system to eliminate surface flow damage	\$830
MON-CAR036-CM	Junipero and Ocean Roundabout	Construct new roundabout at the 5-legged Junipero/Ocean Intersection	\$2,500
MON-DRO002-DR	Carlton Drive Resurfacing	Resurface Carlton Drive	\$99
MON-DRO003-DR	Work Avenue Resurfacing	Resurface street	\$55
MON-GON001-GO	5th Street - Fanoie Road	Install two lane roundabout	\$2,500
MON-GON014-GO	US 101/5th Street Interchange	Install roundabouts at on and off ramps	\$6,000
MON-GRN002-GR	El Camino Real	Construct new roundabout to replace signals and increase capacity of the El Camino Real/Walnut Avenue Intersection (Intersection Improvements to Roundabout)	\$2,300
MON-GRN003B-GR	Oak Road Bridge over US 101	Remove and replace existing Oak Avenue bridge.	\$30,000
MON-GRN003-GR	Oak Road Bridge over US 101	Widen bridge for dual left turn lanes.	\$6,000
MON-GRN006-GR	Thorne Road Roadway Realignment at US 101	Realign Thorn Road and add traffic signal.	\$7,300
MON-GRN007B-GR	Traffic Signal Installations	Install traffic signals.	\$450
MON-GRN019-GR	Oak Avenue Pavement Overlay	Overlay street.	\$200
MON-GRN021-GR	Citywide Street Rehabilitation	Repair, overlay, seal coat all city streets.	\$3,000
MON-GRN022B-GR	Pine Avenue Overcrossing at US-101	Construct new bridge over US 101 to improve E/W traffic flow	\$4,000
MON-KCY043-CK	Roundabout @ US 101/Broadway St/San Antonio Dr	Install Roundabout @ US 101/Broadway St/San Antonio Dr	\$10,000
MON-KCY044-CK	Lonoak RR Crossing Improvements	Railroad crossing improvements	\$600
MON-KCY050-CK	7th Street/Monte Vista Area Repaving	7th Street/Monte Vista Repaving	\$500
MON-KCY051-CK	Broadway Circle Repaving	Broadway Circle Repaving	\$600
MON-KCY052-CK	Broadway Street Repaving	Broadway Street Repaving	\$800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAR002-MA	Imjin Parkway - 3rd Avenue Signal or Roundabout	Install new traffic signal or roundabout	\$1,200
MON-MAR005-MA	2nd Ave - 3rd St	Install new traffic signal or roundabout	\$250
MON-MAR006-MA	2nd Ave - 8th St	Install new traffic signal or roundabout	\$250
MON-MAR007-MA	2nd Ave - 10th St	Install new traffic signal or roundabout	\$550
MON-MAR009-MA	Abdy Way, Cardoza to Healy	Intersection redesign and construct new sidewalk and pavement	\$200
MON-MAR035-MA	Del Monte Blvd - Marina Green Dr	Install new traffic signal or roundabout (Project triggered by Marina Station Subdivision - Associated with MAR114)	\$2,000
MON-MAR058-MA	Palm Ave @ TAMC RR	Widen/construct new gates. Project likely included in scope of MST's SURF Busway project at Palm/Del Monte and TAMC ROW	\$688
MON-MAR116-MA	California Avenue	Reconstruct roadway (Triggered by Dunes Phase 2 Completion)	\$2,000
MON-MAR118-MA	Del Monte Boulevard	Roadway improvements, sidewalk, utilities (Triggered by Marina Station Subdivision EIR)	\$2,347
MON-MAR138-MA	Imjin Parkway & California Avenue	Lane configuration improvements or Roundabout	\$2,500
MON-MAR139-MA	Imjin Pkwy & Marina Heights Dr	Signalize or roundabout (part of MAR154)	\$1,000
MON-MAR141-MA	Imjin Pkwy & Reservation Rd	Lane configuration improvements (Part of MAR154)	\$1,000
MON-MAR145-MA	California Ave & Marina Heights Dr	Signalize or roundabout	\$870
MON-MAR147-MA	Imjin Pkwy & Preston Dr	Signalize or roundabout (part of MAR154)	\$870
MON-MAR148-MA	Melanie Rd & Vista Del Camino Rd	Regrade intersection (part of citywide PMP)	\$200
MON-MAR151-MA	Del Monte Blvd, Sta 42+00 to 48+00	Pavement, sidewalk and drainage improvements (part of MAR114)	\$1,856
MON-MAR152-MA	8th Street Reconstruction	Reconstruct roadway (associated with MAR025 and MAR031)	\$8,068
MON-MAR158-MA	Sign Retroreflectivity Program	City-wide sign upgrade, required by FHWA	\$91
MON-MAR159-MA	Pavement Management Program	City-wide roadway maintenance	\$17,052
MON-MAR166-MA	2nd Ave Improvements	Restripe to remove Class II bike lanes for 4-lane roadway	\$92
MON-MRY006-MY	Fremont - Aguajito Intersection Improvements	Widen north leg for left turn pocket; modify signal to 8-phase operations; provide median landscaping	\$2,000
MON-MRY008-MY	Lighthouse and Foam Corridor Operational Improvements	Implement operational improvements on Lighthouse and Foam including installing traffic signal adaptive system on Lighthouse and Foam	\$3,000
MON-MRY009-MY	Mar Vista and Soledad Storm Drains	Extend storm drains to Mar Vista and Soledad	\$800
MON-MRY011-MY	Munras - Webster Improvements	Intersection improvements	\$650

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY017-MY	Munras - Soledad intersection Improvements	Capacity and operational improvements and bike ped safety improvements	\$3,000
MON-MRY018-MY	York Road Improvements	Road rehabilitation, widening, bike lanes and signal installations and modification	\$6,000
MON-MRY019-MY	Sloat - Mark Thomas Intersection Improvements	New left turn lane and intersection improvements; install bike detection for left-turning bicyclists.	\$700
MON-MRY021-MY	Citywide Street Overlay	Street overlay program	\$2,500
MON-MRY022-MY	Citywide Street Reconstruction	Street Reconstruction	\$3,000
MON-MRY023-MY	Citywide Street Panel Replacement	Street Panel Replacement	\$3,500
MON-MRY033-MY	Munras/El Dorado Roundabout	Construct Roundabout with bike improvements	\$5,000
MON-MRY034-MY	Citywide Adaptive Signal System	Install adaptive signal control on all arterial streets, install fiber connections to all signals	\$3,000
MON-MRY036-MY	Citywide Traffic Signal Pole Replacement	Citywide Traffic Signal Pole Replacement	\$20,000
MON-MRY039-MY	Install Protected Left Turns	Add protected left turns at signalized intersections based on SSARP recommendations	\$4,000
MON-MRY045-MY	Del Monte and Sloat Safety Improvements	Add left turn lane for Del Monte turning southbound onto Sloat	\$2,000
MON-MRY046-MY	Citywide Road Rehabilitation	Reconstruction of various streets	\$2,000
MON-MRY047-MY	Citywide Curb Ramps	Reconstruction of curb ramps	\$3,000
MON-MRY049-MY	Citywide Street Resurfacing	Street resurfacing program	\$2,000
MON-MYC043-UM	Jolon Rd Overlay Safety Improvements	Shoulder widening, & geometric improvements, and installation of 39.2 miles of Class II bikeway.	\$58,000
MON-MYC136-UM	Bridge Barrier Rail Replacement	Replace and rehabilitation of various bridges Countywide	\$500
MON-MYC154-UM	Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Rd to US 101.	\$27,900
MON-MYC156-UM	CVMP - Laureles Grade Paved Turnouts and Signs	Paved turnouts and signs	\$1,538
MON-MYC157-UM	CVMP - Carmel Valley Road btwn Laureles Grade and Ford Shoulder Widening	Shoulder widening	\$2,308
MON-MYC159-UM	CVMP - Carmel Valley Road Passing Lanes (Front of September Ranch)	Passing lanes in front of September Ranch	\$8,014
MON-MYC161-UM	CVMP - Grade Separation at Laurels Grade/Carmel Valley Road	Grade separation	\$13,538
MON-MYC162-UM	CVMP - Laureles Grade at Carmel Valley Road Roundabout, Signalization, or Widening	Install signal or widen (prior to grade separation)	\$7,890

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC163-UM	CVMP - Laureles Grade Climbing Lane	Climbing lanes and Class II bike lanes	\$3,077
MON-MYC164-UM	CVMP - Laureles Grade Shoulder Addition	Shoulder improvements	\$5,105
MON-MYC165-UM	CVMP - Left-Turn Channelization - W of Ford Drive	Left-turn channelization	\$2,000
MON-MYC167-UM	CVMP - Sight Distance Improvements at Dorris	Sight distance improvements	\$2,377
MON-MYC181-UM	G12 San Miguel Canyon Corridor Project	Operational and capacity improvements, including road widening, turning lanes, signalization and intersection improvements, and bicycle and pedestrian facilities. Refer to project area 1 to 6 of the G12 Pajaro to Prunedale Corridor Study (Two Project Areas are listed individually as MYC311 & MYC313)	\$55,000
MON-MYC188-UM	Gonzales River Rd Bridge Replace	Bridge replacement	\$20,000
MON-MYC200-UM	Johnson Cyn Land - Phase I	Overlay existing roadways: Gloria, Iverson, and Johnson Cyn Rds	\$3,000
MON-MYC202-UM	Johnson Road Bridge	Bridge replacement	\$1,520
MON-MYC217-UM	Nacimiento Lake Dr Bridge No. 449	Replace current structure with two-lane approx. 300' long by approx. 28' wide bridge with associated retaining walls, approach road and right-of-way.	\$9,800
MON-MYC227-UM	Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	\$11,000
MON-MYC232-UM	Reservation Rd Slip Out	Backfilling slopes (keyed in/stepped), drainage systems, pavement reconstruct, guardrail, and erosion control/planting.	\$620
MON-MYC238-UM	Salinas Road Improvements	Widen to four lanes btwn future Hwy 1 and Salinas Rd interchange and existing four lane section. Widen existing three lane section of Salinas Rd from Werner Rd to Elkhorn Rd to four lanes. Add Class II bike lanes on Salinas Rd from SR 1 to Elkhorn Rd. Install roundabout [not traffic signal] and construct Intersection Improvements at Salinas Rd /Werner Rd. Construct traffic signal on Elkhorn Rd at Salinas Rd. Realign Salinas Rd and Werner Rd to intersect Elkhorn Rd at a single location with a traffic signal.	\$15,200
MON-MYC247-UM	San Miguel Cyn Rd at Castroville Blvd	Roundabout [not signalization of the intersection], roadway widening, and striping improvements.	\$2,652
MON-MYC260-UM	Scenic Road Protection	Protect Scenic Rd from erosion due to wind & surf, and Carmel River.	\$92
MON-MYC266-UM	Street Rehabilitation/Overlay	Overlay roadways.	\$473,176
MON-MYC289-UM	RMA- PW&F Countywide Community Street Repair	Extend life of various streets - repair and seal various streets to continue providing transportation mobility (target areas include Chualar, Castroville, Pajaro and Boronda)	\$7,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC290-UM	Countywide Local Bridge Repair and Maintenance	Unspecified countywide local bridge repair and maintenance costs.	\$395,004
MON-MYC294-UM	Bradley Road Bridge Scour Repair	Placement of scour countermeasures to protect two exposed bridge pier footings. Includes placing rock slope protection, sheet pile or other control measures. Will extend 100-ft from each bridge face. (RMA-PW&F)	\$3,779
MON-MYC295-UM	Carmel Valley Road Repair	Project will stabilize the slope by constructing a permanent concrete barrier and/or placing rock slope protection (result of 2019 winter storms) (RMA-PW&F)	\$1,688
MON-MYC297-UM	Alisal Road Rehabilitation	Rehabilitate pavement of Alisal Road using pavement recycling techniques. (RMA-PW&F)	\$2,968
MON-MYC298-UM	Ongoing Seal Coat Program	Place chip seal on various roads consistent with 2015 Pavement Asset Management Plan. (RMA-PW&F)	\$12,000
MON-MYC299-UM	Emergency Repair Funds	Unanticipated emergency and non-emergency repairs to county facilities. (RMA-PW&F)	\$1,000
MON-MYC300-UM	HSIP Guardrail Replacement Project	Replace various metal beam guardrails throughout County. (RMA-PW&F)	\$600
MON-MYC301-UM	Streetsweeping Program under NPDES	Scheduled sweeping efforts, stenciling of drain inlets, monitoring storm drain outfall, code enforcement of private construction, inspections, public educations, detection of illicit discharge, staff training for NPDES stormwater inspection. (RMA PW&F)	\$1,080
MON-MYC302-UM	Proactive Drainage Maintenance and Flood Protection	Perform ongoing drainage maintenance at various locations. (RMA-PW&F)	\$2,700
MON-MYC303-UM	Roadway Safety Signage/Striping Audit	Conduct roadway safety/signage audit; based on findings conduct repairs and adjustments. (RMA-PW&F)	\$3,426
MON-MYC304-UM	Countywide Striping Program	Traffic safety maintenance project including painted striping--Contract Year 2 (RMA-PW&F)	\$600
MON-MYC305-UM	Unscheduled Repairs	Various repairs to the countywide facilities on an as needed basis. (RMA-PW&F)	\$903
MON-MYC306-UM	Vegetation Removal	Remove encroachment onto County roads/visibility such as vegetation. (RMA PW&F)	\$900
MON-MYC309-UM	Echo Valley Road Repair	Excavate and repair the road and including unplugging concrete culvert. (RMA-PW&F)	\$432
MON-MYC310-UM	Elkhorn/Werner/Salinas Safety Improvements	Intersection safety improvement project that includes signage and striping enhancements. (RMA-PW&F)	\$344
MON-MYC311-UM	Pajaro to Prunedale Corridor- Project Area 1	Project Area 1 is on San Miguel Canyon Rd, extending between US 101 and Castroville Blvd and includes: addition of a NB lane on San Miguel Canyon Rd between Moro Rd and Castroville Blvd; installation of traffic signal at San Miguel Canyon Rd between Moro Rd and Castroville Blvd; Install traffic signal at San Miguel Canyon Rd and Langley Canyon Rd; Providing signal coordination and adaptive timing btwn Langley Canyon Rd and US 101; Installing modern roundabout at San Miguel Canyon Rd and Castroville Blvd; Installing Class I bike path SB on San Miguel Canyon btwn the current bike lane and Prunedale North Rd; and installing sidewalk curb and gutter NB between	\$4,515

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MYC312-UM	G12 Pajaro to Prunedale Corridor Study-Project Area 6	Project area 6 is on north end of G12 corridor in Pajaro and includes: implement road diet on Salinas Rd, reduce lanes from 4 to 2 lanes; Install a buffered bike lane; install a raised median south of railroad crossing/on Salinas Rd; Welcome sign for Pajaro; Class II Bike Lanes; Construct sidewalk at sidewalk gaps; install rectangular rapid flashing beacons at existing mid-block crossings; reconfigure the parking north of Bishop St on West side of G12 to be off-street; adjacent to roadway, construct curb and gutter, sidewalk, and landscaped buffer. Provide diagonal front-end parking; provide a 13' one-way Aisle for parking maneuvers, entry and exit; provide a 5'	\$1,950
MON-MYC313-UM	Gloria, Iverson, and Johnson Canyon Roads Rehabilitation	Reconstruction, grinding, and paving of existing pavement with hot mix asphalt and placement of reinforcing fabrics. (RMA-PW&F)	\$10,529
MON-MYC314-UM	Hartnell Road- Bridge Replacement (RMA-PW&F)	Replace existing two-lane box culvert/bridge over Alisal Creek. (RMA-PW&F)	\$3,183
MON-MYC315-UM	Las Lomas Drainage Project	Provide underground drainage facility on Los Lomas. (RMA-PW&F)	\$5,243
MON-MYC318-UM	River Road Rehabilitation	Rehabilitate roadway pavement using pavement reconstruction techniques and place hot-mix asphalt. (RMA PW&F)	\$7,712
MON-MYC319-UM	Monterey Dunes Road Repair	Fix collapsed culvert under Monterey Dunes Road; repair project will construct a permanent repair of the roadway including pipe replacement to restore underground water flow. (RMA-PW&F)	\$582
MON-MYC320-UM	Nacimiento Lake Drive Bridge No. 449 Replacement	Replacement of existing Nacimiento Lake Drive Bridge over San Antonio River. (RMA-PW&F)	\$9,826
MON-MYC321-UM	Palo Colorado Road	Repair from severe storm damage along Palo Colorado Road near Big Sur; rebuild the road with suitable fill, installation of soil nail walls, and improve stormwater drainage. MP 4.0 to MP 7.8 Emergency (RMA-PW&F)	\$10,887
MON-MYC322-UM	River Road Overlay	Extend life of River Road from Las Palmas Parkway to SR 68 through rehabilitation of pavement using pavement recycling techniques. (RMA PW&F)	\$5,187
MON-MYC323-UM	Robinson Canyon Road Bridge Scour Replacement	Replacement of scour countermeasures to protect two exposed bridge pier footings. (RMA-PW&F)	\$2,346
MON-MYC324-UM	Rogge Road Intersection Improvements	Construct intersection improvements. (RMA PW&F)	\$1,125
MON-MYC325-UM	San Juan Grade Road Erosion Damage	Stabilize the slope with construction of permanent concrete barrier and/or placing rock slope protection at MP 8.6. (RMA PW&F)	\$625
MON-MYC326-UM	Toro Road - Slope, Road, and Guardrail Repair	Repair roadway to its pre-storm condition including guardrail repair and pavement slope. (RMA PW&F)	\$558
MON-MYC331-UM	Viejo Road Shoulder and Asphalt Repair	Repair roadway to pre-storm conditions. (RMA PW&F)	\$556

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-PGV001-PG	Congress - Sunset Roundabout	Construct a roundabout at Congress and Sunset including ROW, landscaping, curb, and paving; make accommodations for bicyclists and pedestrians.	\$2,500
MON-PGV005-PG	Lighthouse Ave. Resurfacing	Resurface street, drainage improvements	\$1,400
MON-PGV012-PG	Ocean View Blvd. Resurfacing	Repair and resurface street	\$7,680
MON-PGV013-PG	Pine Ave. Resurfacing	Repair and resurface street	\$11,800
MON-PGV014-PG	Miscellaneous Street Improvements - Various Streets	Pavement repair, cross gutter, curb and gutter, sidewalks, traffic striping, signs	\$800
MON-PGV015-PG	Miscellaneous Drainage Improvements - Various Streets	Storm drain repair/improvements, catch basins, manholes, cross gutters	\$800
MON-SCY003-SA	California Ave. - Playa Ave. Signal	Install new traffic signal with bike and pedestrian accommodations.	\$225
MON-SCY005-SA	Sand City Rehab in Old Town Area	Install street lighting, reconstruct streets in Old Town area; design shared streets.	\$3,500
MON-SCY013-SA	California Avenue Pavement Overlay	Overlay street; install Class II/Class III markings.	\$156
MON-SCY014-SA	Contra Costa St. Realignment	Realign Contra Costa St. to at Del Monte Ave.	\$500
MON-SEA005-SE	Fremont - Broadway	Roadway improvements, utility relocation, ADA ramps, landscaping and signal upgrade	\$387
MON-SEA028-SE	West Broadway Ave Corridor improvements	Corridor rehabilitation including intersection improvements, bikeways, road rehab	\$4,000
MON-SEA030-SE	Update and Implement Pavement Management System and Maintenance	Roadway improvements to include total reconstruction and overlay	\$58,951
MON-SEA039-SE	Broadway Corridor Improvements	Road diet and roundabouts along Broadway, from Fremont to General Jim Moore. Includes complete streets elements- such as bike lanes on both sides of the road.	\$11,000
MON-SEA040-SE	General Jim Moore Corridor Improvements	Roundabout installation intersection improvements along General Jim Moore at Hilby, San Pablo, McClure, Normandy and Gigling	\$15,000
MON-SEA041-SE	Canyon Del Rey Corridor Improvements	Bike lanes, intersection improvements two roundabouts from Fremont Blvd to Del Monte Boulevard	\$17,500
MON-SNS011-SL	Boronda - Main Improvements	Construct intersection improvements	\$2,161
MON-SNS024-SL	Elvee Drive Extension	Construct 49' span bridge and extend two lanes between Work to Elvee; Widen Elvee Drive from Sanborn Road to elbow of Elvee Drive	\$3,600
MON-SNS033-SL	Laurel Drive Intersection Improvements	Median Improvements/median left turn lanes btwn Adams St and Main St	\$583
MON-SNS041-SL	Maryal Drive Reconstruction	Widen roadway behind Rodeo Grounds (from 36' to 40')	\$1,260
MON-SNS042-SL	Natividad - Laurel Intersection	Install NB/SB lanes, convert EB right turn lane into shared thru	\$1,250
MON-SNS106-SL	Alisal Street Improvements	Add left turn channelizations at major intersections	\$33

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS107-SL	John Street Improvements	Add left turn channelization and eliminate on street parking	\$766
MON-SNS109-SL	San Juan Grade - Russell Rd Intersection Improvements	Install Signal	\$371
MON-SNS112-SL	Boronda Rd -East Constitution Intersection Improvements	Install Signal	\$546
MON-SNS113-SL	Boronda Rd - Sanborn Rd Intersection Improvements	Install traffic circle	\$6,535
MON-SNS114-SL	Boronda Rd - Williams Rd Intersection Improvements	Install signal	\$5,224
MON-SNS115-SL	Natividad Rd - Russell Rd (Future Extension) Intersection Improvements	Install signal	\$5,142
MON-SNS128-SL	Front Street/Sherwood/Rossi TS Coord	Signal coordination on Front St/Sherwood Drive	\$450
MON-SNS142-SL	North Main Street Intersection Improvements	Traffic signal/intersection control	\$586 <u>\$800</u>
MON-SNS144-SL	Boronda Road Roundabouts	Roundabouts at 4 intersections	\$44,000
MON-SNS147-SL	Sherwood Dr/Sherwood Place Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS148-SL	Market Street/Merced	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS149-SL	Sanborn Rd-Mayfair Intersection	Traffic signal installation	\$400
MON-SNS150-SL	Alisal Street-Capitol Intersection Improvements	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS151-SL	Alvin Drive-Linwood Intersection Improvements	Traffic signal installation	\$400
MON-SNS153-SL	Williams/Garner Intersecton Improvements	Traffic signal installation	\$631
MON-SNS154-SL	Boronda/Sanborn Intersection	Roundabout installation	\$400
MON-SNS155-SL	Constitution Blvd/Las Casitas Intersection Improvements	Traffic signal installation	\$760 <u>\$800</u>
MON-SNS157-SL	Davis Road/Chevron Station Intersection	Traffic signal installation	\$400 <u>\$800</u>
MON-SNS160-SL	Traffic Calming Projects	Traffic calming local	\$2,500
MON-SNS165-SL	Work Street	Overlay	\$500
MON-SNS260-SL	Alisal St and Murphy Street Traffic Signal	Install traffic signal	\$905

Appendix G: Alternative Project Lists
Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS261-SL	Old State Road and Williams Rd Traffic Signal	Traffic signal installation	\$4,508
MON-SNS262-SL	Natividad and Rogge Road Traffic Signal	Install traffic signal	\$2,243
MON-SNS263-SL	N Main St and Bernal Dr Signal Modification	Install NBT lane, NBO phase, convert WBT to shared thru left	\$873
MON-SNS264-SL	Sherwood Dr/Natividad Rd & East Bernal Dr/La Posada Way Intersection Improvements	Install EB left turn lane, NB thru lane and SB thru lanes	\$2,062
MON-SNS265-SL	East Front St/Sherwood Dr/Market St Intersection Improvements	Installation of southbound left turn lane	\$6,433
MON-SNS266-SL	Salinas St/North Main/West Market/East Market Intersection Improvements	Install SB left turn lane and EB thru lane	\$1,321
MON-SNS267-SL	South Main St/West Blanco/East Blanco Intersection	Install NB left turn lane	\$489
MON-SNS268-SL	Sun St/Market St Install Traffic Signal	New traffic signal	\$800
MON-SNS269-SL	Airport Blvd/Terven Ave & SB US 101 On/Off Ramp Intersection Improvements	Signal modifications or roundabout	\$1,500
MON-SNS270-SL	Blanco Rd/Sanborn Rd/Abbott St Intersection Improvements	Convert shared through/left turn lanes to through lanes and adding a second left turn lane on the north and south Abbott St approaches	\$96
MON-SNS271-SL	Harkins Rd and Abbott St Intersection Improvements	Add a second westbound left-turn lane on Harkins Rd	\$645
MON-SNS272-SL	Harkins Rd and Hansen St Intersection Improvements	Install NB left, EB thru and EB right	\$221
MON-SNS273-SL	Airport Blvd and Hansen St Intersection Improvements	Install a second northbound right-turn lane on Hansen St	\$85
MON-SNS274-SL	Roy Diaz St and De La Torre St South Intersection Improvements	Install traffic signal	\$800
MON-SNS275-SL	Roy Diaz St and US 101 Northbound Ramps Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS276-SL	Skyway Blvd and Airport Blvd Intersection Improvements	Install traffic signal or roundabout	\$1,370
MON-SNS277-SL	Constitution Blvd/Medical Center Driveway Intersection Improvements	Install traffic signal	\$800

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SNS283-SL	Road Maintenance and Rehabilitation	Road maintenance using the Pavement Management Systems	\$140,000
MON-SOL007-SO	Street Resurfacing & Sidewalk Repair	Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities.	\$2,135
MON-SOL030-SO	Front St and Hector de la Rosa St Intersection Improvements	Install signal	\$854
MON-SOL031-SO	Front St and East St Intersection Improvements	Construct intersection, install signal	\$2,548
MON-SOL032-SO	SR 146/Metz Rd and SR 146 Bypass Intersection Improvements	Construct intersection, install signal	\$1,721
MON-SOL033-SO	Front St/Gabilan Dr Intersection Improvements	Construct intersection, install signal/roundabout	\$2,883
MON-SOL034-SO	New Arterial 1 and Camphora Gloria Intersection Improvements	Construct intersection, install signal	\$2,120
MON-SOL035-SO	New Arterial 1/Front St Extension Intersection Improvements	Construct intersection, install signal	\$2,878
MON-SOL036-SO	New Arterial 1/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,503
MON-SOL037-SO	New Arterial 1/West St Intersection Improvements	Construct intersection, install signal	\$2,119
MON-SOL038-SO	West Street Extension/Camphora Gloria Rd Intersection Improvements	Construct intersection, install signal	\$2,262
MON-SOL039-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,879
MON-SOL040-SO	West St Extension/San Vicente Rd Intersection Improvements	Construct intersection, install signal	\$2,584
MON-SOL042-SO	Gabilan Dr/San Vicente Rd Intersection Improvements	Construct intersection and install signal	\$324
MON-SOL053-SO	Andalucia Drive and Gabilan Drive Intersection Improvements	Intersection Improvements (2013 TIF M1); install signal	\$467
MON-SOL076-SO	Traffic Signals	Traffic Signals (2007 TIF M1, 2013 TIF M1 remainder); construct traffic signals at 4 locations	\$20,166

Appendix G: Alternative Project Lists
Alternative 3 – Monterey County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-SOL079-SO	Pavement Maintenance 2020-2021 -1	Pavement Maintenance 2020-2021 - 1; apply seal coats and resurface	\$2,000
MON-SOL080-SO	Pavement Maintenance 2020-2021 -2	Pavement Maintenance 2020-2021 - 2; apply seal coats and resurface	\$2,000

Table 4 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MAA002-MAA	Environmental Assessment	EA for Runway and Parallel Taxiway A extension to west, apron expansion west end, acquire land - 11.4 acres for RPZ	\$600
MON-MAA006-MAA	Environmental Assessment	Conduct Environmental assessment for construction improvements including hangar infill projects	\$150
MON-MAA015-MAA	Environmental Assessment	EA for North area of airport including north-side parallel Taxiway B, north perimeter aviation access road and development for approximately 250 acres aviation and mixed use	\$500
MON-MAA021-MAA	Pavement Rehabilitation	Pavement rehabilitation at various areas throughout the airport in accordance with the PMMP	\$600
MON-MAA027-MAA	Airport Utility Upgrades	Replacements, extensions and enhancements to existing water, sanitary sewer, and cable and wire infrastructure	\$7,500
MON-MAA028-MAA	Rehabilitate Existing Airport Buildings	Rehabilitate former military buildings including ADA facilities and upgrades, new roofs, building skin, structural retrofits, glazing and heat systems	\$12,300
MON-MAA029-MAA	Rehabilitate Airport Access and Service Roads	Localized removal and reconstruction of failed areas, asphalt pavement overlay, curb and gutter repair upgrades including ADA, and road widening	\$11,600
MON-MDR001-MDR	Airport Land Use Compatibility Plan Update	Update Airport Land Use Compatibility Plan (ALUCP)	\$154
MON-MDR002-MDR	Taxiway Reconstruction & Rehabilitation (Design)	Design of Taxiway reconstruction and rehabilitation	\$105
MON-MDR003-MDR	Taxiway Reconstruction & Rehabilitation (Construction)	Construction of taxiway rehabilitation and reconstruction	\$1,780
MON-MDR005-MDR	Apron Rehabilitation (Design)	Design of Apron Rehabilitation	\$250
MON-MDR006-MDR	Instrument Approach Feasibility Study & AWOS (Design)	Instrument Approach Feasibility Study & AWOS (Design Only)	\$160
MON-MDR008-MDR	AWOS (Construction)	AWOS (Construction)	\$300
MON-MDR009-MDR	Wildlife Hazardous Environmental Assessment	Wildlife hazardous environmental assessment	\$120

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MPA061-MRA	Terminal Complex - Construction (Terminal Building)	Construct Terminal Building	\$64,000
MON-MPA062-MRA	Terminal Complex - Construction (Roads & Surface Parking)	Construct Roads and Surface Parking	\$28,231
MON-SAP026-SLA	Master Plan Environmental Assessment	Perform NEPA/CEQA environmental process	\$300
MON-SAP039-SLA	Environmental Study RSA Improvements	Environmental Study RSA Improvements	\$500
MON-SAP040-SLA	Enhance RSA, Runway 13-31	Runway Improvements to Meet Standards	\$960
MON-SAP041-SLA	Enhance RSA, Runway 8-26	Runway Improvements to Meet Standards	\$20,790
MON-SAP043-SLA	Master Plan	Perform airport master plan	\$120,000
MON-TAMC009-TAMC	Habitat Preservation/ Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000

Table 5 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-TAMC005-TAMC	Monterey County Go831 Traveler Information and Rideshare/Commute Alternatives	Administer Go831 Traveler Information program and rideshare/Commute Alternative programs for Monterey County.	\$5,250

Table 6 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST014-MST	Mobility Management	Mobility Management	\$92,000
MON-MST015-MST	RIDES Bus Replacement	RIDES Bus Replacement	\$16,000
MON-MST017-MST	RIDES Operations	RIDES Operations	\$137,819
MON-TAMC012-TAMC	Senior & Disabled Transportation	Countywide support for Senior & Disabled Transportation	\$15,000

Table 7 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-KCY053-CK	King City Multimodal Transit Station	Build new multimodal transit station; includes new Amtrak connection to Coast Rail Line. Element of Coast Rail Project (TAMC004) Includes Bike/pedestrian connections and parking	\$35,000
MON-MST008-MST	Salinas-Marina Multimodal Corridor	Construct multimodal Bus Rapid Transit Improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.	\$60,000
MON-MST011-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along E. Alisal Street.	\$20,000
MON-MST016-MST	Transit Capacity for SR 1/Surf! Busway and BRT	Construct improvements to accommodate regional MST bus service along the TAMC Branch Line during peak travel periods and construct 5th Street Station.	\$52,000
MON-MST019-MST	Highway 68 Corridor Transit Improvements	Highway 68 Corridor Transit Improvements	\$15,000
MON-MST020-MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along North Main Street.	\$15,000
MON-TAMC001-TAMC	Monterey Branch Line Light Rail- Phase 1	Provide light rail transit service using the existing 16-mile Monterey Branch Line between Monterey and Castroville adjacent to Highway 1. Phase 1 includes reconstruction of tracks, construction of stations.	\$145,000
MON-TAMC002-TAMC	Monterey Branch Line Light Rail - Salinas River Bridge Replacement - Phase 2	Build new rail bridge on the Monterey Branch Line over the Salinas River and reconstruct tracks to connect to the planned commuter rail station in Castroville.	\$125,000
MON-TAMC003-TAMC	Rail Extension to Monterey County- Phase 1, Kick Start Project	Extends existing rail service from Gilroy to Salinas and constructs station improvements in Gilroy and Salinas. Kick Start project (phase 1) to be completed by 2022 constructs Gilroy and Salinas station and track improvements.	\$81,500
MON-TAMC004-TAMC	Coast Rail Service	Build new train station at Soledad and King City and acquire equipment to run passenger rail service on main line. Includes bi-hourly service on main line. (Related to constrained King City Multimodal Station-KCY052)	\$482,000
MON-TAMC014-TAMC	Rail Extension to Monterey County - Phase 2, Pajaro/Watsonville Station	Constructs the Pajaro/Watsonville passenger rail/multimodal station	\$68,500
MON-TAMC015-TAMC	Rail Extension to Monterey County - Phase 3, Castroville Station	Constructs the Castroville passenger rail/multimodal station	\$34,000
MON-TAMC019-TAMC	Around the Bay Rail	Construct Around the Bay Rail project- Monterey to Santa Cruz. Identified in the Monterey Bay Area Rail Network Integration Study. Includes 4 rail stations. Related rail projects include TAMC001, TAMC002, TAMC014 and TAMC015.	\$400,000

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Table 8 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST002-MST	Bus Operations	General operations for fixed route and public demand response services (On-call)	\$931,821

Table 9 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MST003-MST	Bus Station/Stops	General transit station and stop improvements	\$42,000
MON-MST004-MST	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	Bus Support Equipment and Facilities/Intelligent Transportation Systems (ITS)	\$20,000
MON-MST005-MST	Communication/Radio Equipment	Communication/Radio Equipment	\$30,000
MON-MST006-MST	Preventative Maintenance	Preventative Maintenance	\$21,000
MON-MST007-MST	Safety and Security	Safety and Security	\$2,000
MON-MST009-MST	Operations & Maintenance Facilities	Maintenance and Operations Facilities including: \$12M Measure X for Salinas Maintenance & Ops Facility & \$10.3M Measure X for S County Maintenance & Ops Facility (under construction, estimated to be completed in late 2021 or early 2022)	\$150,000
MON-MST010-MST	Bus Replacement <u>and Zero Emission Bus Infrastructure</u>	Combining MON-MST001-MST and MON-MST010-MST <u>and MON-MST013-MST</u>	\$100,000
MON-MST012-MST	Bus Rehab/Renovate	Bus Rehab/Renovate	\$28,400
MON-MST018-MST	South Monterey County Regional Transit Improvements	Increases the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.	\$27,500
MON-SNS120-SL	Salinas ITC Station Improvements	TAMC Lead - Upgrades to passenger terminal and freight buildings	\$2,300

Table 10 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MON-MRY015-MY	Traffic Signal Operational Improvements to Pacific, Franklin and Munras Corridors	Install traffic signal adaptive system and upgrade signal infrastructure	\$382

Alternative 3 – San Benito County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126
SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21
SB-COH-A23	Ladd Lane Bike Lane	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184
SB-COH-A24	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14
SB-COH-A25	Central Avenue Traffic Calming Project	Traffic calming enhancements between Bridge Road and East Street.	\$505
SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34
SB-COH-A28	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11
SB-COH-A29	Sally Street Bike Route and Traffic Calming Project	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570
SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32
SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197
SB-COH-A32	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	\$11
SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53
SB-COH-A36	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street	\$14
SB-COH-A60	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760
SB-COH-A66	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18
SB-COH-A67	Cerra Vista Bike Lane	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10
SB-COH-A68	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6
SB-COH-A69	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15
SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1
SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3
SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7
SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	\$5
SB-SBC-A22	Airline Highway Bike Lane	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42
SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118
SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205
SB-SBC-A61	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9
SB-SBC-A62	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9
SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51
SB-SBC-A64	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10
SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627
SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538
SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800
SB-SBC-A80	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30
SB-SBC-A85	San Juan - Hollister Road Bike Lane	Striping a bike lane on San Juan - Hollister Road.	\$10
SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75
SB-SJB-A11	Third Street Bike Lane	Striping a bike lane on Third Street.	\$25
SB-SJB-A12	First Street Bike Lane	Striping a bike lane on First Street.	\$25
SB-SJB-A13	Fourth Street Bike Lane	Striping a bike lane on First Street.	\$35
SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10
SB-SJB-A18	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5
SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10
SB-SJB-A20	Second Street Bike Lane	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10

Appendix G: Alternative Project Lists
Alternative 3 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A23	1st Street Bike Lane	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35
SB-SJB-A26	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A01	San Benito Route 156 Improvement Project San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339
SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214
SB-CT-A44	Route 25 Expressway Conversion Project, Phase 1	Convert to four lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000
SB-CT-A45	Route 25 Expressway Conversion Project, Phase II	Convert to four lane expressway from Hudner Lane to County Line. Includes Area No 3. SR 25/SR 156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-CT-A02	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	\$6,824
SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing.	\$213,249
SB-CT-A57	SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250

Table 4 Local Street and Road Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A11	Union Road (Formerly Crestview Drive) Construction	Construct new 2-lane road	\$11,000
SB-COH-A16	Memorial Drive South Extension: Meridian Street to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	\$13,360
SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842
SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463
SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448
SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790
SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$162
SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	\$15,200
SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	\$20,350
SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000
SB-SBC-A81	Meridian Street Extension:185 feet east of Clearview Road to Fairview Road	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445
SB-SBC-A82	Flynn Road Extension	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709
SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street.	\$450
SB-SJB-A09	Lang Street to Lang Street	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800
SB-SJB-A14	Muckelemy Street to Muckelemy Street	Reconstruction of Muckelemy Street to Monterey Street adding planting strip median.	\$650

Table 5 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements.	\$4,237
SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575
SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street.	\$500

Appendix G: Alternative Project Lists
Alternative 3 – San Benito County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		TIF	
SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$113,401
SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550
SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400
SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700
SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800
SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial; 4 approaches, turning lanes will be constructed.	\$800
SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800
SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525
SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	\$700
SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450 \$47,048
SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700
SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825
SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300
SB-SBC-A57	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800
SB-SBC-A58	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$2,540
SB-SBC-A59	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600
SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655
SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700
SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734
SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600
SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944 <u>\$1,500</u>
SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2020-2045	System preservation and maintenance.	\$131,313
SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850
SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765
SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200
SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpenteria Road intersection.	\$657
SB-SJB-A02	Roundabout at Muckelemei Street & Monterey Street	Constructing a roundabout.	\$450
SB-SJB-A03	Roundabout at Muckelemei and Fourth Street	Slight widening/re-paving and construction of roundabout.	\$450
SB-SJB-A04	Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	\$250

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-SJB-A05	Roundabout at Third Street & Donner Street	Striping a roundabout widening Third Street.	\$250
SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	System preservation and maintenance.	\$9,553
SB-SJB-A25	Roundabout at First Street & Lavagnino Road	Constructing a roundabout.	\$400

Table 6 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A58	COG Planning and Administration	COG and LTA short- and long-range transportation planning studies. Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx.	\$40,000
SB-COH-A40	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	\$22,500
SB-COH-A41	Hollister Airport Capital Improvement Program	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574

Table 7 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A08	Regional Rideshare Program	Promote the use of alternative modes of transportation.	\$125
SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination.	\$525

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas.	\$3,113
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville.	\$3,124
SB-LTA-A53	Passenger Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	\$132,130

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Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A37	General Transit Service Operations	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800
SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet.	\$2,500
SB-LTA-A52	Transit Technology and Infrastructure Improvements	Improve transit infrastructure to accommodate operations.	\$840
SB-LTA-A54	Bus Beside Rail to Santa Clara County	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles.	\$5,337
SB-LTA-A51	Bus Stop Improvement Program	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751

Tale 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SB-COG-A44	Emergency Motorist Aid System (SAFE)	Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE)	\$1,300
SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355

Alternative 3 – Santa Cruz County

Table 1 Active Transportation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 17SC	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4-foot-wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Avenue.	\$743
<u>CAP 21SC</u>	<u>Kennedy Drive Sidewalk</u>	<u>Construct approximately 550 feet of sidewalk along eastbound/south side of Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.</u>	<u>\$223</u>
CO 42bSC	Green Valley Rd Pedestrian Safety Project	Build 6-foot-wide sidewalk with some curb and gutter on NW side of Green Valley Road from Airport Boulevard to Amesti Road (1800 ft).	\$390
CO 84 SC	Hwy 152/Holohan - College Intersection	Intersection capacity enhancements and signal modifications, pedestrian and bicycle safety improvements. Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 152, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,650
SC-CAP-P03-CAP	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Avenue (Bay Avenue - SR 1) and sidewalks on Hill Street from Bay Avenue to Rosedale Avenue.	\$500
SC-CAP-P12-CAP	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$360
SC-CAP-P16-CAP	Clares Street Pedestrian Crossing	Construct signalized ped crossing 0.20 miles west of 40th Avenue.	\$250
SC-CAP-P42-CAP	Clares Street Bike Lanes/Sharrows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100
SC-CAP-P43-CAP	Clares Street/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st Avenue.	\$100
SC-CAP-P44-CAP	Gross/41st Avenue Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$100
SC-CAP-P46-CAP	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10
SC-CAP-P47-CAP	41st Ave (Highway 1 South to City Limits) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100
SC-CAP-P48-CAP	Capitola Mall (Capitola Rd to	Separated bicycle facility through Capitola Mall parking lot to connect 38th Avenue bike lanes and 40th	\$50

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
	Clares) Bike Path	Avenue.	
SC-CAP-P51-CAP	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$750
SC-CAP-P52-CAP	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$400
SC-CO-89-USC	Soquel Dr Buffered Bike Lane and Congestion Mitigation Project	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street	\$27,000
SC-CO-P38-USC	Pajaro River Bike Path System	Construction of a Class I bike path along the levees and a Class II bikeway on Thurwatcher Road and Beach Road.	\$2,500
SC-CO-P41-USC	Countywide Sidewalks	Install sidewalks.	\$7,000
SC-CO-P46a-USC	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$3,500
SC-CO-P46b-USC	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Road to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$5,000
SC-CO-P50-USC	East Cliff Drive Pedestrian Pathway (7th - 12th Avenue)	Construct pedestrian pathway on East Cliff.	\$1,760
SC-CT-09-CT	Hwy 9 Felton Pedestrian Safety Improvements	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800
SC-CT-P61-CT	Hwy 152 Corralitos Creek ADA	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	\$7,452
SC-CT-P69-CT	Pedestrian Signals #2: Hwys 1 and 129	Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580
SC-EA-02-USC	Ecology Action Countywide SRTS Youth Pedestrian and <u>EA 02 Bicycle Safety Education (BikeSmart and WalkSmart)</u>	EA will serve approximately 120 second grade classrooms with “feet on the ground” pedestrian safety education and 88 fifth grade classrooms with bike safety education and rodeos serving a total of 44 local schools.	\$440 <u>\$450</u>

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$121,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k 1M/yr)	\$17,500 <u>\$25,000</u>
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$7,550
SC-RTC-16-RTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$240
SC-RTC-P26-VAR	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,035
SC-SC-23-SCR	West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	Improve existing path.	\$520
SC-SC-P09-SCR	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$5,500
SC-SC-P105-SCR	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals and a bridge modification.	\$1,030
SC-SC-P123-SCR	Soquel/Branciforte/Water Bike Lane Treatments (San Lorenzo River to Branciforte) Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410
SC-SC-P125-SCR	Citywide Safe Routes to School Projects - ATP	Projects to improve pedestrian and bicycle safety near schools.	\$1,404
SC-SC-P126-SCR	Almar Avenue Sidewalks	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200
SC-SC-P127-SCR	Pacific Avenue Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400
<u>SC-SC-P132-SCR</u>	<u>Swanton Blvd. Multi-Use Trail Connector</u>	<u>Install a 10-12 foot wide multi-use trail along Swanton, Delaware and Natural bridges, completing a missing link.</u>	<u>\$1,900</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P133-SCR	San Lorenzo River Walk Lighting	Install pedestrian scale lighting on the Riverwalk. The San Lorenzo Riverwalk Lighting northern section, is funded in the amount of \$970,000 from an ATP grant. There still a need for another \$1M for the southern reach unconstrained.	\$970
<u>SC-SC-P134-SC</u>	<u>Ocean-Plymouth Multi-modal Transportation Improvements</u>	<u>Improve the bike and pedestrian connections through the intersection.</u>	<u>\$200</u>
<u>SC-SC-P137-SCR</u>	<u>Frederick St Park Accessible Ramp to Harbor</u>	<u>Install multi-use accessible ramp from park to Harbor to improve access</u>	<u>\$300</u>
SC-SC-P23-SCR	Delaware Avenue Complete Streets	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150
SC-SC-P29-SCR	Morrissey Boulevard Bike Path over Hwy 1	Install a Class I bicycle and pedestrian facility on freeway overpass.	\$300
SC-SC-P30-SCR	Murray Street to Harbor Path Connection	Install a Class I bicycle/pedestrian facility to connect the Segment 9 Rail Trail project, for the east and west side of the harbor.	\$210
SC-SC-P35-SCR	San Lorenzo River Levee Path Connection	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,070
SC-SC-P59-SCR	King Street Bike Facility (entire length)	Install Class II bike lanes on residential collector street which includes some parking and landscape strip removals and some drainage inlet modifications. <u>Improvements.</u>	\$2,070 <u>500</u>
SC-SC-P69-SCR	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class II bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070 <u>\$500</u>
SC-SV-30a-SCV	Mt Hermon Road Sidewalk Connections	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250 <u>\$520</u>
SC-SV-32-SCV	Sidewalk Masterplan Implementation	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements. May include signage for safety.	\$500
SC-SV-P05-SCV	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$4,000
SC-SV-P100-SCV	Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. From SRTS Plan	\$75
SC-SV-P21-SCV	Lockwood Lane Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50
SC-SV-P30A-SCV	Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	Add sidewalks to fill gaps in business district	\$520 <u>\$250</u>
SC-SV-P35-SCV	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Road.	\$410

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SV-P41-SCV	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$2,060
SC-SV-P45-SCV	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130
SC-SV-P49-SCV	Mt Hermon Road and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$515
SC-SV-P53-SCV	Mt Hermon Road to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030
SC-SV-P56-SCV	Bean Creek Road at SV Middle School driveway crosswalk improvements	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$53
SC-SV-P74-SCV	Hacienda Way Intersection Modification and Improvements	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$100
SC-SV-P79-SCV	Lockwood Lanes Sidewalk & Sharrows	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	\$90
SC-SV-P95-SCV	Highway 17 On/Off Ramp Bike & Pedestrian Improvements	Short term option to install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan.	\$207
SC-SV-P99-SCV	Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$44
SC-UC-P33-UC	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520
SC-UC-P38-UC	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$520
SC-VAR-P03-VAR	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$520
SC-VAR-P05-VAR	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,030
SC-VAR-P08-VAR	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100
SC-VAR-P10-VAR	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$210

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P16-VAR	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts and tourist destinations.	\$5,170
SC-VAR-P27-VAR	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000
SC-VAR-P28-VAR	Complete Streets Area Plan	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$400
SC-VAR-P29-VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150
SC-VAR-P31-VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$2,570
SC-VAR-P32-VAR	Bicycle Treatments for Intersection Improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals) at major intersections.	\$4,130
SC-VAR-P35-VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,330
SC-VAR-P39-VAR	Active Transportation Plan	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$2,380
SC-VAR-P44-VAR	Electric Bicycle Commuter Incentive Program	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$1,140
SC-WAT-P19-WAT	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$3,125
SC-WAT-P36-WAT	Alley Improvements	Repair & reconstruct some alleys.	\$60 <u>\$75</u>
SC-WAT-P49-WAT	2nd/Maple Avenue (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P50-WAT	5th Street (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25 <u>\$30</u>
SC-WAT-P54-WAT	Main Street - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main Street.	\$890 <u>\$900</u>
SC-WAT-P62-WAT	Freedom Boulevard Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street	\$600

Appendix G: Alternative Project Lists
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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
		and Marin Street).	
SC-WAT-P65-WAT	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one-foot-deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight-foot-wide boardwalk.	\$530 <u>\$660</u>
<u>SC-WAT-P71-WAT</u>	<u>MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)</u>	<u>Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.</u>	<u>\$3,400</u>
SC-WAT-P75-WAT	Complete Streets - Downtown	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches	\$5,000
SC-WAT-P76-WAT	Complete Streets - Watsonville Schools	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$4,000
SC-WAT-P81-WAT	Lee Rd Trail	Prepare environmental documents and construction plans, secure permits	\$700
TRL 05aSC	MBSST - North Coast Rail Trail: Segment 5 Phase 1	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500
TRL 05bSC	MBSST - North Coast Rail Trail: Segment 5 Phase 2	2.1 miles of Class 1, 8 to 12-foot-wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700
TRL 07bSC	MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California St to Pacific Ave/wharf)	Bicycle/pedestrian pathway adjacent to railroad tracks. MBSST Segment 7-phase 2	\$11,000
TRL 07cSC	MBSST (Coastal Rail Trail): Segment 7-Phase 3 (Natural Bridges to Shaffer Rd)	Bicycle/pedestrian multiuse path adjacent to railroad tracks from Natural Bridges to Shaffer Rd crossing Antonelli Pond. MBSST Segment 7-phase 3	\$200
TRL 10-11	MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000
TRL 18L	MBSST (Coastal Rail Trail): Lee Road-Ohlone Pkwy	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$3,260 <u>\$4,000</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
TRL 18W	MBSST Rail Trail: Walker Street to City Slough Trail connection	Construction of 2400 ft pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Also includes public outreach and training to improve bicycle and pedestrian safety.	\$2,000
TRL 8-9a	MBSST (Coastal Rail Trail - Segment 8 and 9)	Rail Trail design, environmental clearance and construction along the rail corridor between Pacific Avenue in the City of Santa Cruz to 17th Avenue in Santa Cruz County.	\$34,500

Table 2 Highway Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P48-CT	Hwy 17 Wildlife Crossing	Construct wildlife undercrossing north of Laurel Road (CT#1G260). 60-foot-long single span bridge will extend from the existing Laurel Road Sidehill Viaduct (Br. No. 36-0111) on the west side of Route 17 to the east. The final product will provide a 16-foot-wide natural soil bottom wildlife crossing under Route 17 with side slopes to the abutment faces. The wildlife under-crossing will slope downward to the west. A minimum vertical clearance of 10 feet will be provided.	\$5,155

Table 3 Highway Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P45-CT	State Highway Preservation (bridge, roadway, roadside)	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$280,000 <u>\$274,012</u>
SC-CT-P46-CT	Collision Reduction & Emergency Projects	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$285,569 <u>\$291,364</u>
SC-CT-P47-CT	Minors	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$2,000 <u>\$3,500</u>
SC-CT-P57-CT	Countywide Highway Rumble Strips and Restriping	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties.	\$4,761
SC-CT-P60-CT	Hwy 9 Upper Drainage and Erosion Control Improvements	Replace failed culverts systems and construct energy dissipaters.	\$12,557 <u>\$14,435</u>
SC-CT-P62-CT	Hwy 9 PM 1.0 and 4.0 Viaduct	Construct sidehill viaducts, restore roadway and facilities, provide erosion control.	\$18,231 <u>\$19,962</u>
SC-CT-P68-CT	Hwy 9 Hairpin Tieback at PM 19.97	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630
SC-CT-P70-CT	Hwy 17 Paving	Grind pavement and place Hot Mix Asphalt	\$8,563

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P74-CT	Hwy 1 Capital Maintenance (SR 9 to north of Western Drive)	Preserve pavement and replace 87 ADA ramps as needed.	\$10,400
SC-CT-P76-CT	Hwy 9 Capital Maintenance (CapM)	(South of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$26,400
SC-CT-P77-CT	Hwy 9 Capital Maintenance North	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200
SC-CT-P79-CT	Hwy 129 Capital Maintenance	Preserve pavement, rehabilitate 6 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	\$12,500

Table 4 Local Street and Road Operational, Maintenance and Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CAP 11SC	<u>Clares Street Traffic Calming: Phase I and II and Pavement Preservation</u>	<u>Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible pedestrian crossing at 42nd and 46th Avenue. Includes elevated crosswalks with rapid-rectangular flashing beacons (RRFB) to improve pedestrian visibility, ADA curb ramps, narrowed vehicle lanes, buffered bike lanes, and full pavement rehabilitation and restriping of the entire road including the intersection at 41st Ave/Clares Street.</u>	\$1,350
<u>CAP 20SC</u>	<u>41st Ave/ Capitola Road Intersection Reconstruction</u>	<u>Reconstruct intersection and reconfigure signal phasing. Vehicular, pedestrian and bicycle lane markings at intersections will be updated to meet the latest complete streets guidelines. Where necessary all pedestrian ramps will be modified to meet current ADA requirements.</u>	<u>\$415</u>
<u>CAP 22SC</u>	<u>41st Ave Rehabilitation (Cory St to Clares St)</u>	<u>Reconstruct pavement on 41st Ave, enhance bike facilities with possible buffered bike lanes.</u>	<u>\$1,000</u>
CO-64SC	Aptos Village Plan Improvements	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Drive; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Drive/Aptos Creek Road & Soquel/Trout Gulch. Left turn lanes on Soquel at new street – Parade Street and at Aptos Creek Road. RR crossing modifications – new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR crossing at Parade Street. Phase 1: Trout Gulch-Road improvements with traffic signal and upgraded railroad crossing at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$5,200
<u>CO 90SC</u>	<u>Emergency Routes Resurfacing: Alba & Jamison Creek Roads</u>	<u>Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Rd and Jamison Creek Rd. Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.</u>	<u>\$2,084</u>

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
<u>CO 91SC</u>	<u>San Andreas Road Resurfacing</u>	<u>Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$1,863</u>
<u>CO 92SC</u>	<u>Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements</u>	<u>Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.</u>	<u>\$1,643</u>
<u>CO 93SC</u>	<u>Holohan Road Resurfacing</u>	<u>Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.</u>	<u>\$490</u>
CO-P28i	Varni Road Improvements (Corralitos Road to Amesti Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CAP 19-CAP	Capitola Street Pavement Management	System preservation. Streets identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Fanmar, Diamond, and Ruby Court.	\$1,450
SC-CAP-P07-CAP	Bay Avenue/Hill Street Intersection	Intersection improvements to improve traffic flow. Roundabout.	\$210
SC-CAP-P07p-CAP	Stockton Avenue Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$1,500
SC-CAP-P09-CAP	Park Avenue/Kennedy Drive Improvements	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360
SC-CAP-P27-CAP	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200
SC-CAP-P28-CAP	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Avenue and improve pedestrian facilities.	\$260

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CAP-P30-CAP	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Avenue from Capitola Road to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100
SC-CAP-P32-CAP	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310
SC-CAP-P34-CAP	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$350
SC-CAP-P37-CAP	41st Avenue/Capitola Road Intersection Improvements	Widen intersection and reconfigure signal phasing.	\$320
SC-CAP-P38-CAP	40th Avenue/Clares Street Intersection Improvements	Widen intersection and signalize.	\$500
SC-CAP-P40-CAP	46th/47th Avenue (Clares to Cliff Drive) Bike Lanes/Traffic Calming	46th/47th Avenue from Clares to Portola/Cliff Drive- Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20
SC-CAP-P41-CAP	Brommer/Jade/Topaz Street Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave.)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Avenue, connecting the two N/S neighborhood greenways.	\$20
SC-CAP-P55-CA	Porter Street and Highway 1 I/S Improvements	Add additional dedicated right turn lane on Porter Street to northbound on ramp.	\$250
SC-CO-P02-USC	Airport Boulevard Improvements (City limits to Green Valley Road)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage and landscaping.	\$1,240
SC-CO-P03-USC	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Road)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping and intersection improvements.	\$600
SC-CO-P04-USC	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes and intersection improvements. Some landscaping and drainage improvements also.	\$250
SC-CO-P08-USC	Corralitos Road Rehab and Improvements (Freedom Boulevard to Hames Road)	Major rehab, transit, bike and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620
SC-CO-P09-USC	East Cliff Drive Improvements (32nd Avenue to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Avenue, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$1,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P10-USC	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements may also be needed.	\$1,190
SC-CO-P11-USC	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$775
SC-CO-P12-USC	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR 9.	\$1,755
SC-CO-P13-USC	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Road. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping and merge lanes.	\$1,030
SC-CO-P14-USC	La Madrona Drive Improvements (El Rancho Drive to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17 and El Rancho Road, merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$905
SC-CO-P17-USC	Sims Road Improvements (Graham Hill Road to La Madrona Drive)	Road rehab and maintenance, drainage, intersection improvements, landscaping. Add bike, ped and transit facilities.	\$440
SC-CO-P18-USC	Soquel Avenue Improvements (City of SC to Gross Road)	Transit turnouts, two-way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Road. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310
SC-CO-P20-USC	State Park Drive Improvements Phase 2	Transit turnouts, two-way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$335
SC-CO-P22-USC	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes and intersection improvements, and new transit facilities may also be needed.	\$310
SC-CO-P24-USC	Lockwood Lane Improvements (Graham Hill Road to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping and intersection improvements.	\$243
SC-CO-P26a-USC	41st Avenue Improvements Phase 2 (Hwy 1 Interchange to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26b-USC	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P26d-USC	Brown Valley Road Improvements (Corralitos Road to Redwood Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26e-USC	Buena Vista Road Improvements (San Andreas to Freedom Boulevard)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26g-USC	Cassery Road Improvements (Hwy 152 to Green Valley Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$208
SC-CO-P26h-USC	Center Avenue/Seacliff Drive Improvements (Broadway to Aptos Beach Drive)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26i-USC	Chanticleer Avenue Improvements (Hwy 1 to Soquel Drive)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$340
SC-CO-P26j-USC	East Zayante Road Improvements (Lompico Road to just before Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$485
SC-CO-P26k-USC	El Rancho Drive Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26l-USC	Eureka Canyon Road Improvements (Hames Road to Buzzard Lagoon Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$655
SC-CO-P26m-USC	Glen Canyon Road Improvements (Branciforte Drive to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,640
SC-CO-P26n-USC	Glenwood Drive Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26p-USC	Mattison Lane Improvements (Chanticleer Avenue to Soquel Avenue)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$400
SC-CO-P26q-USC	Mt. Hermon Road Improvements (Lockhart Gulch to Graham Hill Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$825
SC-CO-P26r-USC	Porter Street Improvements (Soquel Drive to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$340
SC-CO-P26s-USC	Seascape Boulevard Improvements (Sumner Avenue to San Andreas Road)	Roadway improvements and pavement rehabilitation.	\$170
SC-CO-P26u-USC	Summit Road Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,530

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P27a-USC	37th/38th Avenue (Brommer to East Cliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets and intersection improvement.	\$570
SC-CO-P27c-USC	Corcoran Avenue Improvements (Alice Street to Felt Street)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$150
SC-CO-P27e-USC	Main Street Improvements (Porter Street to Cherryvale Avenue)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760
SC-CO-P27f-USC	Mill Street Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$360
SC-CO-P27h-USC	Paulsen Road Improvements (Green Valley Road to Whiting Road)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$240
SC-CO-P27i-USC	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$180
SC-CO-P27k-USC	Spreckels Drive Improvements (Soquel Drive to Aptos Beach Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$340
SC-CO-P27l-USC	Winkle Avenue Improvements (entire length from Soquel Drive)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$655
SC-CO-P28a-USC	Bean Creek Road Improvements (Scotts Valley City Limits to Glenwood Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P28c-USC	Commercial Way Improvements (Mission Drive to Soquel Drive)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$170
SC-CO-P28d-USC	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655
SC-CO-P28f-USC	Pine Flat Road Improvements (Bonny Doon Road to Empire Grade Road)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$655

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SC-CO-P28g-USC	Soquel-Wharf Road Improvements (Robertson Street to Porter Street)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515
SC-CO-P28h-USC	Thurber Lane Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$485
SC-CO-P29e-USC	Maciel Avenue Improvements (Capitola Road to Mattison Lane)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$400
SC-CO-P29f-USC	Paul Minnie Avenue Improvements (Rodriguez Street to Soquel Avenue)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$340
SC-CO-P30d-USC	Cabrillo College Drive Improvements (Park Avenue to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$240
SC-CO-P30n-USC	Rio Del Mar Boulevard Improvements (Esplanade to Soquel Drive)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$725
SC-CO-P31g-USC	Opal Cliff Drive Improvements (41st Avenue to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$290
SC-CO-P33d-USC	Harper St Improvements (entire length- El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$310
SC-CO-P36-USC	Soquel-San Jose Road Improvements (Paper Mill Road to Summit Road)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$580
SC-CO-P37-USC	Countywide ADA Access Ramps	Construction of handicapped access ramps countywide.	\$620
SC-CO-P62-USC	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410
SC-CO-P83-USC	San Lorenzo Way Bridge Replacement Project	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two-lane clear span bridge and standard bridge approaches.	\$3,190
SC-CO-P85-USC	Green Valley Rd Bridge Replacement Project	The project will consist of completely replacing the existing two-lane structure and roadway approaches with a two-lane clear span concrete slab bridge and standard bridge approaches.	\$2,110

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CO-P88-USC	Either Way Ln Bridge Replacement Project	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two-lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$2,180
SC-CO-P90-USC	Fern Dr @ San Lorenzo River Bridge Replacement Project	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two-lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830
SC-SC-48-SCR	Ocean Street Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030 \$600
<u>SC-SC-52-SCR</u>	<u>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</u>	<u>Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Green St. Other funds being used to replace the storm drain system.</u>	<u>\$2,165</u>
SC-SC-P100-SCR	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030
SC-SC-P101-SCR	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500
SC-SC-P104-SCR	Measure H Road Projects	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$41,800
SC-SC-P129-SCR	Downtown Intersection Improvements	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300
<u>SC-SC-P130-SCR</u>	<u>Mission Street Improvement Plan</u>	<u>Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay, Fair, and Swift based on the General Plan.</u>	<u>\$1,500</u>
SC-SC-P13-SCR	Riverside Avenue/Second Street Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175
SC-SC-P77-SCR	Bay Street Corridor Modifications	Intersection modifications on Bay Street Corridor from Mission Street to Escalona <u>Iowa/Nobel</u> Drive, including widening at the Mission Street northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$970
SC-SC-P83-SCR	West Cliff/Bay Street Modifications	Install signal or mini roundabout to replace the all-way stop to improve safety and capacity.	\$500
SC-SC-P86-SCR	Ocean Street Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth Street to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,000
SC-SC-P90-SCR	High Street/Moore Street Intersection Modification	Add a protected left turn to existing signalized intersection along High Street at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-SC-P91-SCR	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Road and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$1,000
SC-SC-P93-SCR	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$210
SC-SC-P96-SCR	Bay/California Traffic Signals	Install traffic signals and roundabouts for safety and capacity improvements.	\$100 \$1,100
SC-SV-P06-SCV	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210
SC-SV-P28-SCV	Neighborhood Traffic Calming	Citywide traffic calming devices.	\$770
SC-SV-P47-SCV	Mt Hermon/Scotts Valley Drive - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Road/Scotts Valley Drive to add transit queue jump lanes/signals.	\$620
SC-SV-P51-SCV	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$130
SC-SV-P52-SCV	Kings Village Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Road and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Road at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$105
<u>SC-SV-P73-SC</u>	<u>Granite Creek Rd Overcrossing Repaving and Bike/Ped Upgrades</u>	<u>Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santos Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.</u>	<u>\$609</u>
SC-UC-P59-UC	UCSC Lump Sum Roadway Maintenance	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$2,275
SC-VAR-P13-VAR	Lump Sum Emergency Response Local Roads	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$240,000
SC-VAR-P14-VAR	Lump Sum Bridge Preservation	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-WAT-45-WAT	Freedom Blvd Reconstruction (Alta Vista to Green Valley)	Remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.	\$2,175 <u>\$2,000</u>
SC-WAT-46-WAT	Watsonville Road Maintenance (Various Locations)	Place three-layer coating system on road surface	\$2,505
SC-WAT-O1A-WAT	Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800
SC-WAT-P13-WAT	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470 <u>\$600</u>
SC-WAT-P35-WAT	Bridge Maintenance	Maintenance of bridges.	\$115 <u>\$150</u>
SC-WAT-P45-WAT	Green Valley Rd Improvement (Freedom Blvd to City Limit)	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000 <u>\$2,500</u>
SC-WAT-P47-WAT	Main Street Modifications (City Limit to Lake Avenue)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,670 <u>\$2,100</u>
SC-WAT-P72-WAT	Freedom Boulevard (Green Valley Road to Airport Blvd)	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650 <u>\$3,300</u>
SC-WAT-P77-WAT	Elm St. Improvements Project	Road reconstruction and sidewalk improvements	\$350
SC-WAT-P79-WAT	Harkins Slough Rd Pedestrian & Bicycle Bridge	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$90
SC-WAT-P86-WAT	Main Street Traffic Study	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25
SC-WAT-P87-WAT	Airport Blvd/Holm Road Signal Installation	Install traffic signal	\$460
SC-WAT-P88-WAT	Airport Blvd Pavement Reconstruction	Reconstruct roadway	\$575
SC-WAT-P89-WAT	West Beach St/Ohlone Pkwy Signal	Install traffic signal	\$130

Table 5 Other Projects

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
CO 36SC	State Park Drive/Seacliff Village/State Park Drive Improvements	Construct sidewalks, bike lanes, bus turnouts, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060 <u>\$3,096</u>
RTC 04SC	Planning, Programming & Monitoring (PPM) - SB 45	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,000
SC-AIR-P01-WAT	Lump Sum Watsonville Airport Capital Projects	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security feature and runway extensions.	\$27,000
SC-AIR-P02-WAT	Watsonville Municipal Airport Operations	Ongoing operations/maintenance. Average \$2M/year.	\$49,925
SC-CAP-P53-CAP	Capitola Road & 45th Avenue I/S Improvements	Signalization or other LOS improvements.	\$400
SC-CAP-P54-CAP	Wharf Road and Stockton Avenue I/S Improvements	Signalization or other LOS improvements.	\$350
SC-CAP-P57-CAP	Stockton Avenue and Capitola Avenue I/S Improvements	Signalization or other LOS improvements.	\$500
SC-CO-P96-USC	Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$7,000
<u>SC-CO-P106-USC</u>	<u>Pajaro River Flood Risk Management Project</u>	<u>Rebuild Pajaro River Levees to mitigate flood danger. Includes rebuilding Highway 129 and 152 bridges at Salsipuedes Creek and Corralitos Creek and other transportation facilities within the project envelope. [Total flood control project estimated to cost \$400M and primarily funded by State and Federal water and U.S. Army Corps of Engineers grants, which are not part of the RTP Financial Element]</u>	<u>\$1</u>
SC-CT-P09e-CT	Hwy 9 SLV Corridor Projects	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway; some may be integrated into SHOPP projects. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46a/b.	\$30,000
SC-CT-P50-CT	Hwy 17 Access Management - Multimodal Improvements	Multimodal improvements including park and ride improvements and facilities serving separated bike/ped crossing or express transit route.	\$5,000
SC-CT-P67-CT	Hwy 236 Hazardous Tree Removal	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P75-CT	Hwy 1 Long Toed Salamander Mitigation	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800
SC-RTC 03a-RTC	Rail Line Repairs and Bridge Rehabilitation	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and 2017 storm damage repairs.	\$5,800
SC-RTC 03b-RTC	Rail Line: Track Infrastructure, Signage, Maintenance and Repairs	Ongoing operating, maintenance, repair, rehabilitation, and oversight of railroad track infrastructure and signage (~\$175k/year)	\$4,375
SC-RTC 03d-RTC	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250
SC-RTC-P07-RTC	SCCRTC Administration (TDA)	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$16,250
SC-RTC-P08-RTC	SCCRTC Planning	SCCRTC Planning Tasks. Includes public outreach, long and short-range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625
SC-RTC-P25-VAR	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint childcare/PNR/transit centers.	\$2,570
SC-RTC-P50-RTC	Countywide Bicycle, Pedestrian and Vehicle Occupancy Counts	Conduct counts to assess mode split over time and assess impact of new facilities.	\$330
SC-RTC-P51-RTC	Performance Monitoring	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$220
SC-RTC-P59-RTC	Measure D Administration and Implementation	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$14,375
<u>SC-RTC-P61-RTC</u>	<u>Santa Cruz Branch Rail Line Trestle Reconstruction and San Vicente Restoration</u>	<u>Reconstruct the Santa Cruz Branch Rail Line and North Coast Rail Trail at San Vicente Creek mouth to address coastal resiliency and to reestablish the San Vicente Creek watershed currently restricted by the Santa Cruz Branch Rail Line embankment</u>	<u>\$3,500</u>
<u>SC-VAR-09s-VAR</u>	<u>SLV Schools Complex Circulation and Access Study</u>	<u>Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.</u>	<u>\$250</u>

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P07-VAR	Transportation System Electrification	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as e-bikes and e-scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650
SC-VAR-P25-VAR	Planning for Transit Oriented Development for Seniors	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80
SC-VAR-P30-VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high-quality transit corridors in Sustainable Communities Strategy.	\$150
SC-VAR-P36-VAR	Safety Plan	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310
SC-VAR-P38-VAR	Environmental Mitigation Program	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$5,680
<u>SC-VAR-P50-VAR</u>	<u>Climate Adaptation, Resiliency, and Hazard Mitigation</u>	<u>Projects to make transportation infrastructure more resilient, including the use of natural infrastructure, to the effects of extreme weather and natural disasters. [Total cost unknown]</u>	<u>\$20,000</u>
SC-WAT-P04-WAT	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115 <u>\$140</u>
SC-WAT-P80-WAT	Lake Avenue Underground Utilities	Underground existing overhead utilities.	\$2,400
WAT-43SC	Freedom Boulevard Plan Line	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160

Table 6 Transportation Demand Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 17SC	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$1,125
SC-CO 50-USC	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$2,500

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-EA-03a-USC	Bike Challenge +	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$181
SC-RTC 02a-RTC	Cruz511 TDM and Traveler Information	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,334
SC-RTC-15-RTC	Vanpool Incentive Program	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$100
SC-RTC-26-OTH	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$1,870
SC-RTC-33-VAR	Cabrillo College TDM Programs	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$890
SC-RTC-P48-VAR	Climate Action Transportation Programs	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,330
SC-RTC-P49-RTC	RTC Bikeway Map	Bikeway Map and update GIS files as needed.	\$320
SC-RTC-P53-VAR	TDM Individualized Employer/Multiunit Housing Program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$2,325
SC-RTC-P54-RTC	School-Based Mobility/TDM Programs	Student transportation programs aimed at improving health and wellbeing, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$1,150

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-UC-P61-UC	Traveler Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100
SC-UC-P63-UC	UCSC Vanpool Program	Maintain, operate and expand upon UCSC vanpool program.	\$9,863
SC-UC-P68-UC	Parking Management Technology Improvements	Updating existing parking management technologies to allow for more effective management.	\$410
SC-UC-P69-UC	UCSC Commute Counseling Program	Staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100
SC-UC-P70-UC	UCSC Commuter Incentive Programs	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750
SC-UC-P73-UC	UCSC Parking Operations & Maintenance	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000
SC-VAR-02-VAR	Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cut through traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane. Open Streets: Santa Cruz, Watsonville, +; Earn-a-bike: middle schools; Pop-up Bike Lanes: Live Oak & Watsonville; Slow Streets: Unincorporated	\$50
SC-VAR-P06-VAR	Carsharing Program	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$1,470
SC-VAR-P17-VAR	Eco-Tourism - Sustainable Transportation	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$515
SC-VAR-P18-VAR	Mission Street/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$520
SC-VAR-P19-VAR	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age-appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$1,910
SC-VAR-P20-VAR	Public Transit Marketing	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$775
SC-VAR-P24-VAR	Countywide Senior Driving Training	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$90

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AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P26-VAR	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$3,100
SC-VAR-P37-VAR	Transportation Demand Management Plan	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$310
SC-VAR-P40-VAR	Santa Cruz County Open Streets	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active lifestyle. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. (Average cost ~ \$25k/event)	\$250

Table 7 Transit ADA

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CTSA-P01-OTH	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$45,500 <u>\$51,750</u>
SC-CTSA-P02-OTH	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500
SC-MTD-02-MTD	ADA Paratransit Vehicle Replacements	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$5,250
SC-MTD-P10C-MTD	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500
SC-MTD-P19-MTD	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$2,000
SC-MTD-P28-MTD	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400
SC-MTD-P30-MTD	ParaCruz Mobile Data Terminals/Radios	Replace mobile data terminals in vehicles.	\$400
SC-MTD-P51-MTD	ADA Access Improvements	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$350
SC-RTC-P43-OTH	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-VAR-P48-VAR	On-Demand Wheelchair Accessible Vehicle Program	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g., Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$1,500

Table 8 Transit Improvements

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P12-MTD	Hwy 17 Express Service Restoration and Expansion	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$12,650
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$98,800
SC-MTD-P15-MTD	Bus Rapid Transit	Transit signal priority, queue jumps, and enhanced stations to speed up major cross-county trunk routes.	\$36,500
SC-RTC-P02-RTC	Public Transit on Watsonville-Santa Cruz Rail Corridor	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$850,000
SC-RTC-P60-RTC	Regional State Transit Assistance Projects	State Transit Assistance (STA) eligible transit projects	\$33,220
SC-UC-P23-UC	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875
SC-VAR-P45-VAR	West Side Transit Hub	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580
SC-VAR-P46-VAR	Live Oak Transit Hub	Transfer node near rail corridor at 17th Avenue - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530
SC-VAR-P47-VAR	Watsonville Transit Hub	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Table 9 Transit Operations

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P10B-MTD	Hwy 17 Express Service - Continuation of Baseline Service Levels	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500
SC-MTD-P10-MTD	Local Transit - Continuation of Baseline Service Levels 2020-2045	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	\$1,077,500 <u>\$1,145,973</u>
SC-RTC-P58-RTC	Real-Time Transit Info	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$220
SC-UC-P74-UC	UCSC Transit Service	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$77,750
SC-UC-P75-UC	Disability Van Service	Operate disability van service (\$240k/yr).	\$6,250
SC-VC-P1-OTH	Volunteer Center Transportation Program	Program providing specialized transportation to seniors and people with disabilities. Constrained = existing TDA allocations.	\$1,640
SC-VAR-P43-VAR	Transit Service to San Jose Airport	Provide transit service to San Jose airport from Santa Cruz. Current average annual need \$0.5 M	\$11,000

Table 10 Transit Rehabilitation

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
MTD 18SC	Account-Based Electronic Fare Collection System	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250
SC-MTD-13-MTD	Santa Cruz Metro Center/Pacific Station Renovation	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$10,000 <u>\$25,000</u>
SC-MTD-P04-MTD	Bus Replacements	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches). \$1.25M for ZEB	\$67,200
SC-MTD-P27-MTD	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	\$11,700
SC-MTD-P31-MTD	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$6,000
SC-MTD-P32-MTD	Non-Revenue Vehicle Replacement	Replace support vehicles.	\$1,000

Appendix G: Alternative Project Lists
Alternative 3 – Santa Cruz County

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-MTD-P36-MTD	Metro Facilities Repair/Upgrades	Maintain and upgrade facilities.	\$4,300
SC-MTD-P52-MTD	Bus Stop and Station Improvements	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500
SC-RTC 03e-RTC	Rail Line: Pajaro River Railroad Bridge Rehabilitation	Rehabilitate the bridge structure and tracks over Pajaro River.	\$670
SC-RTC-P41-RTC	Rail Line: Freight Service Upgrades	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals and replace ties.	\$25,000
SC-SV-P46-SCV	Mt Hermon/King's Village Road - Transit Signal priority	Transit signal priority at Kings Village Road/Mt Hermon Road.	\$80
SC-UC-P62-UC	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260
SC-UC-P64-UC	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$500

Table 11 Transportation System Management

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
RTC 01SC	Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,500
SC-CAP-P49-CAP	41st Ave (Sequel to Brommer) Signal Synchronization	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Sequel, Capitola and Hwy 1 ramps with County.	\$350
SC-CAP-P50-CAP	Capitola-Wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.	\$40
SC-CHP-P01-CHP	Hwy 17 Safety Program	Continuation of Highway 17 Safety Program in Santa Cruz County at \$100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$3,750
SC-CHP-P04-CHP	Hwy 1 Safety and Bus on Shoulder Enforcement	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250
SC-CT-P63-CT	Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements.	\$14,809 <u>\$16,851</u>

Association of Monterey Bay Area Governments

2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

AMBAG ID	Project	Project Description	Total Cost (\$ 000s)
SC-CT-P64-CT	Hwy 1 Drainage Improvements	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety.	\$16,554
SC-CT-P65-CT	Hwy 1 Roadside Safety	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements.	\$24,021
SC-CT-P80-CT	Hwy 236 Drainage and System Upgrades in Boulder Creek	Drainage System and TMS upgrades	\$13,400
SC-MTD-P06-MTD	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service and planning systems. Upgrades every 5 years.	\$2,500
SC-MTD-P50-MTD	ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	Automatic Vehicle Locator (AVL), Automatic Passenger Counters, and automatic vehicle announcing systems on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600
SC-RTC 34-RTC	Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate standalone project (\$6.7 M)	\$1
SC-RTC-P01-RTC	SAFE: Call Box System Along Hwys	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$6,125
<u>SC-SC-P135-SCR</u>	<u>Advance Dilemma Zone Detection and Retroreflective Signal Back Plate Upgrades</u>	<u>Install advanced dilemma Zone traffic signal detection and upgrade signal heads with retroreflective back plate and yellow/orange border.</u>	<u>\$1,258</u>
<u>SC-SC-P136-SCR</u>	<u>Hwy 1 Mission St at Fair Ave Intersection Modification</u>	<u>Install Traffic Signal with left-turn lane (NB) to reduce congestion and improve safety.</u>	<u>\$700</u>
SC-SV-P42-SCV	Synchronize Traffic Signals along Mt. Hermon Road	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100
SC-UC-P58-UC	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,580
SC-VAR-P34-VAR	Transit Priority	Install transit queues at major intersections.	\$2,585
SC-WAT-P78-WAT	Green Valley Adaptive Signal Project	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393 <u>\$400</u>

Responses to Comments on the Draft EIR and Partially Recirculated Draft EIR

1 Introduction

1.1 Purpose of the Response to Comments Document

This Response to Comments (RTC) document provides responses to all written and oral comments received by the Association of Monterey Bay Area Governments (AMBAG) on the Draft Environmental Impact Report (EIR) and Partially Recirculated Draft EIR for the 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) (hereinafter “project”).

1.2 Public Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The Draft EIR was made available for a 70-day public review period that began on November 22, 2021 and ended on January 31, 2022. After the close of the first comment period on the Draft EIR, AMBAG decided to recirculate a part of Section 6, Other Statutory Considerations, of the Draft EIR. The partially recirculated Draft EIR was circulated for a 46-day comment period extending from April 15, 2022 to May 31, 2022.

AMBAG received nine (9) written comment letters on the Draft EIR and two (2) written comment letters on the Partially Recirculated Draft EIR. Copies of these written comments, as well as responses to those comments, are included in Section 3 of this document. The oral comments received during the January 12, 2022 and January 19, 2022 virtual public workshops follow the letters.

2 List of Commenters

This section presents a list of comment letters received during the circulation of the Draft EIR and Partially Recirculated Draft EIR and describes the organization of the letters and comments that are provided in Section 3, *Comments and Responses*, of this document.

The Draft EIR was circulated for a 70-day public review period that began on November 22, 2021 and ended on January 31, 2022. The Partially Recirculated Draft EIR was circulated for a 46-day comment period that began on April 15, 2022 and ended May 31, 2022. AMBAG received nine (9) written comment letters on the Draft EIR and two (2) written comment letters on the Partially Recirculated Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

2.1 Organization of Comment Letters and Responses

The written public comment letters and responses are presented by type of commenter, in the following order: State agencies; regional and local public agencies; private groups and organizations; and individuals. No federal agencies provided written comments. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue. (For example, Response 1.1 indicates that the response is for the first issue raised in comment Letter 1.)

The following letters were submitted to AMBAG during the Draft EIR public review period:

Letter Number and Commenter	Agency/Group/Organization	Page Number
State Agencies		
1. Sean Drake, Senior Transportation Program Analyst	California Coastal Commission	5
2. Julie A. Vance, Regional Manager	California Department of Fish and Wildlife	18
Regional and Local Agencies		
3. Jaime Scott Guthrie, Planner	Monterey County Housing and Community Development	45
Private Groups and Organizations		
4. Elizabeth Reid-Wainscoat, Campaigner	Center for Biological Diversity	55
5. Marc Del Piero, Executive Director	Ag Land Trust of Monterey County	107
6. Rick Longinotti, Co-Chair	Campaign for Sustainable Transportation	116
7. John Farrow	LandWatch Monterey County	160
Individuals		
8. Jack Nelson	Public	185
9. Micheal Saint	Public	190

The following letters were submitted to AMBAG during the Partially Recirculated Draft EIR public review period:

Letter Number and Commenter	Agency/Group/Organization	Page Number
10. Jaime Scott Guthrie, Planner	Monterey County Housing and Community Development	195
11. Linda Wilshusen	Public	197

In addition to the written letters listed above, the two oral comments provided at the January 12, 2022 and January 19, 2022 public workshops follow the letters.

3 Comments and Responses

Written responses to each comment letter received on the Draft EIR are provided in this section. All letters received during the public review period on the Draft EIR are provided in their entirety.

Please note that text within individual letters that has not been numbered does not specifically raise environmental issues nor relate directly to the adequacy of the information or analysis within the Draft EIR, and therefore no response is required, pursuant to State CEQA Guidelines Sections 15088 and 15132.

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; where text has been deleted from the Draft EIR, changes are shown with strikeouts (~~strikeouts~~). Page numbers cited in this section correspond to the page numbers of the Draft EIR. When mitigation measure language has been changed, it has been changed in both the text on the stated Draft EIR page and the summary table (Table 1-1) in the Executive Summary of the Draft EIR.

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
WEB: WWW.COASTAL.CA.GOV

**January 31, 2022**

Heather Adamson
Director of Planning
Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940

Subject: Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and Draft Environmental Impact Report

Dear Ms. Adamson:

Thank you for the opportunity to provide comments on the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR). The Coastal Commission strongly supports many of the priorities enumerated in the Draft MTP/SCS, including thoughtfully planning future transportation projects to protect and conserve natural, agricultural, and other coastal resources; mitigating and adapting to the effects of climate change; advancing multimodal and active transportation opportunities; promoting affordable housing and visitor-serving facilities; and others. The Commission has a longstanding history of partnering with Caltrans, regional transportation agencies, and local governments to advance plans and projects that further these priorities consistent with the Coastal Act and Local Coastal Programs (LCPs). Commission staff appreciate the Draft 2045 MTP/SCS and associated Draft EIR as high-level framework documents that chart out how these shared priorities may continue to be implemented throughout the Monterey Bay region over the coming decades. With that frame in mind, our comments: (1) reiterate critical aspects of the planning and regulatory roles of the Coastal Commission and local governments under the Coastal Act and how these roles relate to transportation decisions, (2) seek clarity on the extent of climate change adaptation planning in the MTP/SCS, (3) remark on the discussion of active transportation; and (4) provide miscellaneous comments and suggested revisions of specific text.

1.1

1. Coastal Act and Local Coastal Program (LCP) Policies

As a reminder, the Coastal Commission regulates land use in the coastal zone through the issuance of Coastal Development Permits (CDPs) for proposed development. “Development” is a broadly defined term that includes, among other things, the construction of physical infrastructure such as roads, highways, bridges, and public transportation systems as well as their repair and maintenance. Activities that change the intensity of use of land or public access to coastal waters are also considered development under the Coastal Act. In order for the Commission to approve a CDP, proposed development must be consistent with the policies of Chapter 3 of the Coastal Act (Pub. Res. Code § 30200 et seq.). In areas where the Commission has certified a

Local Coastal Program (LCP) for a local government, that local government exercises primary CDP authority, with the policies of the LCP serving as the primary standard of review. In all cases, including in a jurisdiction with a certified LCP, the Commission retains CDP permitting jurisdiction on lands below the mean high tide line and on public trust lands (e.g., historic wetlands, marshlands, and tidal channels). In the Monterey Bay region, the Commission's CDP jurisdiction extends relatively far inland in several areas, such as throughout Elkhorn Slough and Moro Cojo Slough and to just north of Castroville. The Commission also has appeal jurisdiction for CDPs issued by local governments for projects located seaward of the first public road; projects within 100 feet of the edge of a wetland, stream or other public trust lands; and most types of public works/infrastructure projects. Given that the Coastal Commission and local governments both exercise jurisdiction over development within various portions of the Monterey Bay region, it is critical that AMBAG develop future plans and projects in coordination with Coastal Commission and local government staff to ensure consistency with the policies of both the Coastal Act and LCPs. We also suggest incorporating all of the above information into the summary of the Coastal Act on page 4.11-10.

1.1

Several of the projects mentioned in the MTP/SCS have the potential to significantly impact coastal resources and thus raise consistency problems with the Coastal Act/LCPs. It is important to note that the Coastal Act and LCPs contain policies generally prohibiting most types of development within, and resultant impacts to, sensitive coastal resources such as wetlands, environmentally sensitive habitat areas (ESHA), and prime agricultural lands, regardless of any mitigation that is proposed. The DEIR rightly recognizes on page 4.11-21 that such projects which conflict with LCP policies are not approvable. We are concerned, then, by the DEIR's subsequent assertion that local government staff share AMBAG's overall perspective on future land use and transportation in the Monterey Bay region, and that this consensus suggests that future transportation projects will be approved despite their significant impacts to visual resources, agricultural resources, biological resources, cultural resources, hazards, public recreation, and multiple other listed coastal resources.

To be clear, the policies of the Coastal Act and LCPs constitute the legal standard of review by which any Coastal Development Permit is approved. A project that is not consistent with these policies (e.g., policies that do not allow transportation infrastructure within ESHA or conversion of prime/working agricultural lands) is not approvable, regardless of whatever conceptual agreement may exist regarding a project's merit. To resolve a project's inconsistency with LCP policies, the applicant must either revise the proposed project or work with the applicable local government to amend the LCP, so long as the proposed project/amendment can demonstrate consistency with the Coastal Act.

1.2

We strongly suggest that AMBAG revise the discussion on page 4.11-21 to recognize these basic aspects of the Coastal Act. Specifically, the supposition that projects may be approved despite being inconsistent with LCP policies should be removed. In its

place, the EIR should recognize that some future projects as currently envisioned may not be consistent with the policies of the relevant LCP, and that AMBAG will coordinate with local government and Coastal Commission staff to achieving consistency, including by potentially revising project proposals and/or by possibly amending applicable LCP policies consistent with the Coastal Act.

1.2

2. Climate Change Adaptation

As is recognized in the Draft MTP/SCS, the effects of climate change pose a significant threat to the Monterey Bay region. The draft is thorough in its discussion of opportunities to mitigate the effects of climate change by conserving natural resources and by designing a transportation system that will minimize greenhouse gas (GHG) emissions. However, discussion of climate change adaptation is largely absent from the draft. Adaptation is not mentioned in the introductory section that characterizes the term “resilient” and summarizes AMBAG’s vision for the MTP/SCS. The remainder of the document focuses on sustainability almost exclusively in terms of GHG minimization. Of the 174 pages in the draft, aside from a few cursory mentions, climate change adaptation is confined to a one-page section beginning on page 4-27.

1.3

The Draft MTP/SCS’s focus on GHG mitigation is understandable given that that was the emphasis of SB 375, the legislation motivating development of the document. However, the report’s focus on climate change mitigation and cursory discussion of climate change adaptation seems problematic. From our perspective, both topics are coequal public policy objectives in climate change resiliency planning. As such, we suggest that the final MTP/SCS include a discussion that provides greater context for the relationship between mitigation and adaptation, states that mitigation is the focus of this document, and recognizes that future coordinated planning is essential to adapt the Monterey Bay region to the effects of climate change. Adaptation planning for future transportation/infrastructure projects is further necessitated by Coastal Act Section 30421 and 30270, which require state and regional agencies to avoid, minimize, and mitigate the impacts of sea level rise.

3. Active Transportation and the California Coastal Trail

The Coastal Commission has been a longstanding partner with Caltrans, regional transportation agencies, and local governments in promoting active transportation in California’s coastal zone as a means of maximizing public access to and along the coast, reducing greenhouse gas emissions, and improving the overall livability of coastal communities for residents and visitors alike. A particular point of focus for this coordination has been continuing to promote and develop the California Coastal Trail (CCT), a continuous and interconnected public trail system along the California coastline from Oregon to Mexico. As it continues to expand, the CCT provides an increasingly critical active transportation resource that connects coastal communities to natural resources, other active transportation and public transit networks, and one

1.4

another. For these reasons, the Commission has placed a high priority on developing plans and projects that continue to build out the CCT.

Given these efforts, we are gratified to see that page 2-16 of the Draft MTP/SCS recognizes the CCT and the roles of the Coastal Commission and the State Coastal Conservancy in developing the trail. We would suggest adding to this section that the CCT's presence in the Monterey Bay region is not confined to the Monterey Bay Sanctuary Scenic Trail, and that continuing to build out segments of the CCT has the potential to provide enhanced active transportation connectivity throughout the region, including on State Parks lands and other public lands. To help readers visualize this potential, we would suggest that this section of the MTP/SCS reference the CCT Mapping Viewer, which is an interactive online map of existing CCT segments that was published by Coastal Commission and State Coastal Conservancy staff in February.¹ This tool can be helpful to AMBAG and its partners for identifying gaps or improvement areas in the region's coastal active transportation network.

1.4

4. Miscellaneous Comments

Commission staff would also like to provide the following miscellaneous comments on and revisions to specific text within the draft documents:

- DEIR p. 4.4-27: We suggest the following revisions, for accuracy and clarity:

"...The California Coastal Act of 1976 and Local Coastal Programs certified by the Commission pursuant to the Coastal Act contains contain specific policies aimed at preserving biological resources, such as wetlands, riparian habitat, and marine habitat, and restrict what types of uses are allowed in these habitats and what impacts are allowed to these resources. CCC policies, as codified under the California Coastal Act of 1976, are implemented through Coastal Development Permits issued under Local Coastal Programs administered by counties and cities that lie within the coastal zone. The Coastal Commission approves Coastal Development Permits (CDPs) for development found to be consistent with the Coastal Act, and local governments approve CDPs for projects found to be consistent with their LCP...."

1.5

- DEIR p. 4.11-3: The width of the coastal zone is highly variable throughout Monterey Bay due to the diversity of natural coastal features. As such, we suggest adding the following language:

1.6

¹ The CCT Mapping viewer is accessible online at <https://the-california-coastal-trail-1-coastalcomm.hub.arcgis.com/>.

“...The Coastal Zone generally consists of all land 1,000 yards inland of the mean high tide line **and may extend much farther inland in certain areas to encompass whole watersheds, as shown in Figure 4.11-1....**”

1.6

- DEIR p. 4.11-10: We suggest the following revisions, for accuracy and clarity:

“...Development activities, which are broadly defined by the CZMA **Coastal Act** to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. **The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities** that may affect coastal resources, including ~~any new developments~~, and highway improvement projects that use federal funds....”

1.7

- DEIR p. 4.14-18: The discussion of Coastal Act public access and recreation policies should also include summaries of Public Resources Code Sections 30221 and 30223.
- DEIR p. 5-3: The discussion of the Monterey County LCP should be revised as follows for accuracy and clarity. This document should not conclude that the project described in the 2045 MTP/SCS are consistent with the policies of the LCP. The consistency analysis for any project occurs when the project is before the Coastal Commission or local government for approval.

1.8

“...The coastal zone within Monterey County is divided into four LUPs **LCP segments**: North County, Del Monte Forest, Carmel Area, and Big Sur Coast. **The Monterey County LCP consists of four Land Use Plan (LUP) documents, one for each segment, and the Coastal Implementation Plan, which includes regulations for development in each planning area, zoning ordinances, and maps and appendices.** Projects in the 2045 MTP/SCS **within the Monterey County coastal zone** that support or facilitate coastal access while meeting other provides of the Coastal Act would be consistent with the Monterey County LCP **must be consistent with the policies of the Monterey County LCP in order to receive a Coastal Development Permit**. The four LUPs are integrated into the 1982 County General Plan and remain in effect. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the 1982 and 2010 County General Plans and is therefore consistent with the LUPs. Projects occurring within the Monterey County coastal zone would be evaluated for consistency with the LUPs **LCP policies** as part of the project specific environmental review (Monterey County, 1982 and 2010)....”

1.9

- DEIR p. 5-5: Same as the previous comment, but with regard to the Santa Cruz County LCP:

“The 2045 MTP/SCS is generally consistent with the broad goals and policies of the Santa Cruz County General Plan/LCP in that both clearly support focused development within existing urban boundaries to preserve natural habitats and agricultural resources. Further, both documents address the importance of maintaining a job/housing balance by, in part, diversifying transportation options as well as supporting efforts focused on reducing regional traffic congestion. The Santa Cruz County LCP is integrated into the County General Plan. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the County General Plan and is therefore consistent with the LCP. **Projects in the 2045 MTP/SCS within the Santa Cruz County coastal zone must be consistent with the policies of the Santa Cruz County LCP in order to receive a Coastal Development Permit. Projects within the Santa Cruz County coastal zone will be evaluated for consistency with LCP policies as part of the project specific review...**”

1.10

- General: While the DEIR recognizes the Monterey County LCP and the Santa Cruz County LCP, it does not recognize that cities within the coastal zone of Monterey Bay also have LCPs. These include the Cities of Santa Cruz, Capitola, Watsonville, Marina, Sand City, Seaside, Pacific Grove, and Carmel.

1.11

Thank you for your consideration of these comments. We are available for questions should AMBAG staff wish to discuss them further. Given the Coastal Act and LCP policy consistency concerns raised in our comments, we encourage AMBAG and its local government partners to coordinate directly with Commission staff to develop approvable proposals for future transportation projects. Please do not hesitate to contact me.

1.12

Sincerely,



Sean Drake
Senior Transportation Program Analyst
California Coastal Commission

Copy: Tami Grove, Statewide Transportation Program Manager, CCC
Peter Allen, Northern California Transportation Program Manager, CCC
Kevin Kahn, Central Coast District Manager, CCC
Kate Anderson, Coastal Program Manager, Caltrans
Mitch Dallas, Coastal Resources Specialist, Caltrans District 5
Elizabeth Gonzales, Supervising Planner, Monterey County HCD

Letter 1

COMMENTER: Sean Drake, Senior Transportation Program Analyst, California Coastal Commission

DATE: January 31, 2022

Response 1.1

The commenter provides a summary of what the California Coastal Commission (CCC) is, its role, and the issuance of Coastal Development Permits (CDPs). The commenter summarizes the four points raised in the comment letter, which are each individually addressed in further responses below. The commenter further asks that its provided summary is incorporated into the Draft EIR's Coastal Act section on page 4.11-10.

The commenter's summary of the CCC is accurate and in response, page 4.11-10 of the Draft EIR has been revised as follows:

California Coastal Act

The California Coastal Commission is one of California's three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the ~~CZMA~~ Coastal Act to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities that may affect coastal resources, including ~~any new developments, and~~ highway improvement projects that use federal funds.

The mission of the California Coastal Commission, established by voter initiative in 1972 and later made permanent by the legislature through adoption of the California Coastal Act of 1976, is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations. The California Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower-cost visitor accommodation, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The coastal zone, which was specifically mapped by the legislature, covers an area larger than the State of Rhode Island. On land, the coastal zone varies in width from several hundred feet in highly urbanized areas to up to 5 miles in certain rural areas, and offshore, the coastal zone includes a 3-miles-wide band of ocean.

The Coastal Commission regulates land use in the coastal zone through the issuance of Coastal Development Permits (CDPs) for proposed development. "Development" is a broadly defined term that includes, among other things, the construction of physical infrastructure such as roads, highways, bridges, and public transportation systems as well as their repair and maintenance. Activities that change the intensity of use of land or public access to coastal waters are also considered development under the Coastal Act. In order for the Commission to approve a CDP, proposed development must be consistent with the policies of Chapter 3 of the Coastal Act (Pub. Res. Code § 30200 et seq.).

In areas where the Commission has certified a Local Coastal Program (LCP) for a local government, that local government exercises primary CDP authority, with the policies of the LCP serving as the primary standard of review. In all cases, including in a jurisdiction with a certified LCP, the Commission retains CDP permitting jurisdiction on lands below the mean high tide line and on public trust lands (e.g., historic wetlands, marshlands, and tidal channels). In the Monterey Bay region, the Commission's CDP jurisdiction extends relatively far inland in several areas, such as throughout Elkhorn Slough and Moro Cojo Slough and to just north of Castroville. The Commission also has appeal jurisdiction for CDPs issued by local governments for projects located seaward of the first public road; projects within 100 feet of the edge of a wetland, stream or other public trust lands; and most types of public works/infrastructure projects.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify the role of the Coastal Commission in the CDP process, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.2

The commenter states that several of the projects mentioned in the MTP/SCS have the potential to significantly impact coastal resources and thus raise consistency problems with the Coastal Act/LCPs. The commenter states the Draft EIR, on page 4.11-21, correctly recognizes that projects conflicting with LCP policies are not approvable.

The commenter suggests the discussion on page 4.11-21 of the Draft EIR should be revised to recognize that some future projects as currently envisioned may not be consistent with the policies of the relevant LCP, and that AMBAG will coordinate with local government and Coastal Commission staff to achieving consistency, which may include revising project proposals and/or amending applicable LCP policies consistent with the Coastal Act.

The commenter is accurate in stating that potential future projects may not be consistent with the LCP and would require additional coordination. In response to this comment, the text on page 4.11-21 of the Draft EIR has been revised as follows:

The overall goal of applying for and receiving a coastal development permit is to ensure that a project is consistent with the Coastal Act, and by extension LCPs. However, conflict and some inconsistencies with LCPs could occur. A project that is not consistent with

these policies (e.g., policies that do not allow transportation infrastructure within environmentally sensitive habitat areas or conversion of prime/working agricultural lands) is not approvable. To resolve a project's inconsistency with LCP policies, the applicant must either revise the proposed project or work with the applicable local government to amend the LCP, so long as the proposed project/amendment can demonstrate consistency with the Coastal Act. ~~Meetings with local agency staff, as discussed above, resulted in consensus among the local agencies on a land use pattern and transportation network for the AMBAG region. While this consensus suggests~~ Even with this coordination, as presented throughout this EIR, the 2045 MTP/SCS would result in significant and unavoidable impacts in several environmental issue areas, including: aesthetics/visual resources, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services, recreation, and utilities, transportation, tribal cultural resources, and wildfire. The 2045 MTP/SCS would result in significant and unavoidable impacts to these environmental issue areas as disclosed in the respective EIR sections. The envisioned land use scenario would not result in additional impacts beyond the findings of significant and unavoidable impacts as already analyzed in respective environmental issue area sections of this EIR.

No additional edits to the Draft EIR are required in response to this comment. These revisions solely acknowledge potential future inconsistencies with *LCP policies*, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.3

The commenter applauds the Draft EIR for thoroughly discussing opportunities to mitigate the effects of climate change by conserving natural resources and by designing a transportation system that will minimize greenhouse gas emissions. The commenter expresses an opinion that the Draft MTP/SCS should include a discussion of climate change adaptation, provide greater context for the relationship between climate change mitigation and adaptation, and recognizes that future coordinated planning is essential to adapt the Monterey Bay region to the effects of climate change.

This comment does not pertain to the Draft EIR and no further response is required. For informational purposes, the 2045 MTP/SCS identifies the importance of adapting the Monterey Bay region to the effects of climate change. For example, pages 4-25 through page 4-27 of the 2045 MTP/SCS discuss regional climate change issues.

Response 1.4

The commenter notes the Coastal Commission's relationship with Caltrans, regional transportation agencies, and local governments regarding active transportation in the coastal zone. The commenter discusses the California Coastal Trail (CCT), which the commenter states provides an active transportation resource that connects coastal communities to natural resources and other active transportation and public transit networks. The

commenter suggests the Draft MTP/SCS's discussion on page 2-16 should include an expanded discussion of the CCT to note that the CCT is not limited to the Monterey Bay Sanctuary Scenic Trail, and that continuing to build out segments of the CCT has the potential to provide enhanced active transportation connectivity throughout the region, including on State Parks lands and other public lands. The commenter also suggests the Draft MTP/SCS reference the CCT Mapping Viewer to help identify improvement areas in the region's coastal active transportation network.

While this comment provides valuable information regarding the region's active transportation resource the California Coastal Trail, the comment does not pertain to CEQA or the Draft EIR's environmental analysis.

Response 1.5

The commenter suggests text edits for accuracy and clarity on page 4.4-27 of the Draft EIR.

In response to this comment, page 4.4.27 of the Draft EIR has been revised as follows:

The mission of the California Coastal Commission (CCC) is to "protect, conserve, restore and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations." The California Coastal Act of 1976 and Local Coastal Programs certified by the Commission pursuant to the Coastal Act ~~contains~~ contain specific policies aimed at preserving biological resources, such as wetlands, riparian habitat, ~~and~~ marine habitat, and restrict what types of uses are allowed in these habitats and what impacts are allowed to these resources. ~~CCC policies, as codified under the California Coastal Act of 1976, are implemented through Coastal Development Permits issued under Local Coastal Programs administered by counties and cities that lie within the coastal zone. The Coastal Commission approves Coastal Development Permits (CDPs) for development found to be consistent with the Coastal Act, and local governments approve CDPs for projects found to be consistent with their LCP.~~

No additional edits to the Draft EIR are required in response to this comment. These revisions acknowledge the role of the California Coastal Commission, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.6

The commenter suggests text edits on page 4.11-10 of the Draft EIR to describe the variability of the coastal zone more precisely throughout Monterey Bay.

In response to this comment, the second to last sentence on page 4.11-3 of the Draft EIR has been revised as follows:

The Coastal Zone generally consists of all land 1,000 yards inland from the mean high tide line and may extend much farther inland in certain areas to encompass whole watersheds, as shown in Figure 4.11-1.

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.7

The commenter suggests text edits for accuracy and clarity on page 4.11-10 of the Draft.

In response to this comment, the second paragraph on page 4.11-10 of the Draft EIR has been revised as follows:

The California Coastal Commission is one of California's three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the ~~CZMA~~ Coastal Act to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The CZMA also gives State coastal management agencies regulatory control over all federal activities and federally licensed, permitted, or funded activities that may affect coastal resources, including any new developments, and highway improvement projects that use federal funds.

No additional edits to the Draft EIR are required in response to this comment. These revisions acknowledge the role of the California Coastal Commission and the Coastal Zone Management Act, and do not include changes that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify the content of the EIR.

Response 1.8

The commenter suggests page 4.14-18 of the Draft EIR include a discussion of Public Resources Code Sections 30221 and 30223.

In response to this comment, the Coastal Act discussion on page 4.14-18 of the Draft EIR has been revised as follows:

California Coastal Act, Coastal Recreation Policies

California Coastal Act policies related to coastal recreation include Public Resources Code Section 30210, which requires that maximum access and recreational opportunities shall be provided for all people; ~~and~~ Section 30213, which protects lower cost visitor and recreational facilities, and encourages the provision of public recreational opportunities; Section 30221, which protects oceanfront land that is suitable for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area; and Section 30223 which reserves upland areas to support coastal recreational uses.

These minor textual revisions adding provisions of the Coastal Act to the Draft EIR do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the EIR's already-comprehensive discussion of the Coastal Act.

Response 1.9

The commenter suggests text edits for accuracy and clarity regarding the Monterey County LCP on page 5-3 of the Draft EIR to recognize the Coastal Commission or local government's role in determining whether projects are consistent with the policies of the applicable LCP.

In response to this comment, the second to last paragraph on page 5-3 of the Draft EIR has been revised as follows:

The coastal zone within Monterey County is divided into four ~~LUPs~~ LCP segments: North County, Del Monte Forest, Carmel Area, and Big Sur Coast. The Monterey County LCP consists of four Land Use Plan (LUP) documents, one for each segment, and the Coastal Implementation Plan, which includes regulations for development in each planning area, zoning ordinances, and maps and appendices. Projects in the 2045 MTP/SCS within the Monterey County coastal zone that support or facilitate coastal access while meeting other provisions of the Coastal Act would be consistent with the Monterey County LCP. must be consistent with the policies of the Monterey County LCP in order to receive a Coastal Development Permit. The four LUPs are integrated into the 1982 County General Plan and remain in effect. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the 1982 and 2010 County General Plans and is therefore consistent with the LUPs. Projects occurring within the Monterey County coastal zone would be evaluated for consistency with ~~the LUPs~~ LCP policies as part of the project specific environmental review (Monterey County, 1982 and 2010).

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.10

The commenter suggests text edits for accuracy and clarity regarding the Santa Cruz County LCP on page 5-5 of the Draft EIR.

In response to this comment, the second paragraph on page 5-5 of the Draft EIR has been revised as follows:

The 2045 MTP/SCS is generally consistent with the broad goals and policies of the Santa Cruz County General Plan/LCP in that both clearly support focused development within existing urban boundaries to preserve natural habitats and agricultural resources. Further, both documents address the importance of maintaining a job/housing balance by, in part, diversifying transportation options as well as supporting efforts focused on reducing regional traffic congestion. ~~The Santa Cruz County LCP is integrated into the~~

~~County General Plan. Preparation of the 2045 MTP/SCS has been closely coordinated and is consistent with the County General Plan and is therefore consistent with the LCP. Projects in the 2045 MTP/SCS within the Santa Cruz County coastal zone must be consistent with the policies of the Santa Cruz County LCP in order to receive a Coastal Development Permit. Projects within the Santa Cruz County coastal zone will be evaluated for consistency with LCP policies as part of the project specific review.~~

These minor textual revisions do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 1.11

The commenter states that while the Draft EIR acknowledges the Monterey County LCP and Santa Cruz County LCP, it does not recognize other cities within the coastal zone of Monterey County that have LCPs.

The commenter is correct in stating that the Draft EIR does not directly reference individual City LCPs within the coastal zone of Monterey County. While it is not critical to the analysis of the Draft EIR's environmental impacts to list each city in the AMBAG region that has an LCP, these cities will be listed in the Draft EIR for informational purposes.

In response to this comment, the final paragraph on page 4.11-20 of the Draft EIR has been revised as follows:

Monterey County, Santa Cruz County, and cities within the counties have certified Local Coastal Programs (LCPS). In Monterey County, the cities of Carmel, Marina, Monterey, Pacific Grove, Sand City, and Seaside have certified LCPS; in Santa Cruz County, the cities of Capitola, Santa Cruz, and Watsonville have certified LCPS. Development that would occur within the Coastal Zone would be subject to the respective LCP.

The changes reflected above would not result in alterations to the degree of impact or significance conclusions presented in the Draft EIR because they simply note the cities that have certified LCPS. Therefore, these changes do not constitute significant new information that would trigger Draft EIR recirculation under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify the particular cities in the AMBAG region that have certified LCPS.

Response 1.12

The commenter indicates that they are available for questions and encourage AMBAG and its local government partners to coordinate directly with Commission staff to develop approval proposals for future transportation projects.

The comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the comment is noted and will be shared with AMBAG and RTPA decision makers for consideration.



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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



January 31, 2022

Heather Adamson, Planning Director
 Association of Monterey Bay Area Governments
 24580 Silver Cloud Court
 Monterey, California 93940
hadamson@ambag.org

**Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable
 Communities Strategy and Regional Transportation Plans (MTP/SCS)
 (Project)
 Draft Environmental Impact Report (DEIR)
 State Clearinghouse No. 2020010204**

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received a draft Environmental Impact Report (DEIR) from the Association of Bay Area Governments (AMBAG) for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish and G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Heather Adamson
Association of Bay Area Governments
January 31, 2022
Page 2

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

2.1

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: AMBAG

Objective: The proposed Project is the region's long range land use and transportation plan through 2045. The Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout the three-county region. Specifically, the Project is intended to implement regional goals regarding future mobility needs and identify programs, actions and a plan of projects intended to address these needs consistent with adopted goals and policies. The SCS is included as a component of the Project pursuant to Senate Bill 375 and provides a framework for land use patterns that would effectively meet Senate Bill 375 greenhouse gas emission requirements.

2.2

Location: The Project site is the three-county AMBAG region, including Monterey, San Benito, and Santa Cruz counties.

Timeframe: 2045 is the horizon year of the proposed Project.

COMMENTS AND RECOMMENDATIONS

CDFW previously commented on the Notice of Preparation for the Project in a letter dated February 10, 2020. Our February 10, 2020 letter (Attachment 2) provided recommendations for listed plant and wildlife species, and concerns for Project impacts

2.3

Heather Adamson
Association of Bay Area Governments
January 31, 2022
Page 3

to waterways/waterbodies. CDFW recognizes that some of the recommendations from that letter were included in the DEIR for the Project. CDFW maintains the same recommendations for advised survey methods and mitigations measures that are not included in the DEIR. CDFW has the following recommendations on specific mitigation measures be included in the DEIR in regard to compliance with CESA and Fish and Game Code section 1600 *et seq.*

2.3

Mitigation Measure BIO-1(c)

Mitigation Measure BIO-1(c) states that if special-status plants species cannot be avoided, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts. While CDFW agrees that this mitigation measure is important, CDFW recommends the DEIR also include that the project proponent pursue take coverage and acquire an Incidental Take Permit (ITP) from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), if plants listed pursuant to CESA or the Native Plant Protection Act cannot be avoided prior to any ground-disturbing activities.

2.4

Mitigation Measure BIO-1(e)

Mitigation Measure BIO-1(e) in the DEIR states that if occupied habitat cannot be avoided, or if the implementing agency assumes presence of listed animal species, the implementing agency shall purchase credits at a CDFW-approved conservation bank. While the purchase of credits are important for the conservation of species, CDFW continues to recommend that the project proponent pursue take authorization through acquisition of an ITP from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), for potential impacts to CESA listed species prior to any ground-disturbing activities.

2.5

Mitigation Measure BIO-2(a)

Mitigation Measure BIO-2a in the DEIR states that an aquatic resources delineation shall be completed for projects that occur within or adjacent to wetland, drainage, or riparian habitat and the results shall be submitted to the implementing agency for review and approval. In addition to submittal of the aquatic resources delineation, CDFW recommends notification to CDFW's Lake and Streambed Alteration Program pursuant to Fish and Game Code section 1600 *et seq.*, prior to conducting any project activities that have the potential to impact or change the bed, bank, and channel of rivers, streams, and other waterways.

2.6

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or

2.7

Heather Adamson
Association of Bay Area Governments
January 31, 2022
Page 4

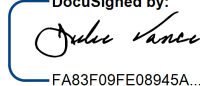
supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the AMBAG in identifying and mitigating the Project's impacts on biological resources. If you have any questions for Project activities in Santa Cruz County, please contact Serena Stumpf, Environmental Scientist, by telephone at (707) 337-1364, or by electronic mail at Serena.Stumpf@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3203, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

ec: LSA/1600
Jeff Cann
Kelley Nelson
Serena Stumpf
California Department of Fish and Wildlife

2.7

Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: State-listed Wildlife Species Take Authorization	
Mitigation Measure 2: Special-Status Plant Take Authorization	
<i>Before Impacting the Bed, Bank, or Channel of any Stream or River</i>	
Mitigation Measure 3: Notification to CDFW's Lake and Streambed Alteration Program	

2.8



State of California – Natural Resources Agency
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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 10, 2020

Governor's Office of Planning & Research

FEB 14 2020

STATE CLEARINGHOUSE

Heather Adamson
Association of Bay Area Governments
24580 Silver Cloud Court
Monterey, California 93940
hadamson@ambag.org

**Subject: AMBAG 2045 Metropolitan Transportation Plan/Sustainable
Communities Strategy and Regional Transportation Plans (Project)
Notice of Preparation (NOP)
SCH#: 2020010204**

Dear Ms. Adamson:

The California Department of Fish and Wildlife (CDFW) received the NOP from the Association of Bay Area Governments for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA,

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Water Pollution: Pursuant to Fish and Game Code section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without appropriate mitigation measures, implementation of the Project could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and United States Army Corps of Engineers also have jurisdiction regarding discharge and pollution to Waters of the State.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on Project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: Association of Bay Area Governments

Objective: The proposed Project will guide the development of the Regional and Federal Transportation Improvement Programs as well as other transportation programming documents and plans throughout Monterey, Santa Cruz and San Benito Counties. Specifically, the Project is intended to implement Regional Transportation Planning Agency goals regarding future mobility needs and identify programs, actions, and a plan of projects intended to address these needs consistent with adopted goals and policies. The Project includes the Sustainable Communities Strategy pursuant to the requirements of Senate Bill 375. Accordingly, the Project identifies transportation improvement projects and a land use scenario that would meet Senate Bill 375 greenhouse gas emission requirements.

Location: The Project is located throughout Monterey, San Benito, and Santa Cruz Counties.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the Association of Bay Area Governments in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

There are many special-status resources present within the Project location and these resources may need to be evaluated and addressed prior to any approvals that would allow vegetation- or ground-disturbing activities. CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State and federally endangered as well as State fully protected Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), the State threatened and federally endangered San Joaquin kit fox (*Vulpes macrotis mutica*), the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State and federally endangered as well as State fully protected blunt-nosed leopard lizard (*Gambelia sila*), the State threatened bank swallow (*Riparia riparia*), the State and federally endangered as well as State fully protected California least tern (*Sternula antillarum browni*), the State endangered and federally threatened western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), the State threatened tricolor blackbird (*Agelaius tricolor*), the State and federally endangered least Bell's vireo (*Vireo bellii pusillus*), the State endangered and fully protected bald eagle (*Haliaeetus leucocephalus*), the State and federally endangered as well as State fully protected California condor (*Gymnogyps californianus*), the State fully

protected white-tailed kite (*Elanus leucurus*), the State threatened Nelson's antelope squirrel (*Ammospermophilus nelsoni*), the State and federally endangered giant kangaroo rat (*Dipodomys ingens*), the State and federally endangered Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*), the State candidate for listing as threatened foothill yellow-legged frog (*Rana boylei*), the State and federally endangered California Ridgway's rail (*Rallus obsoletus obsoletus*), the State candidate for listing as endangered western bumble bee (*Bombus occidentalis*), the State candidate for listing as endangered crotch bumble bee (*Bombus crotchii*), the State endangered San Francisco popcornflower (*Plagiobothrys diffusus*), the State threatened surf thistle (*Cirsium routhophilum*), the State and federally endangered marsh sandwort (*Arenaria paludicola*), the State and federally endangered Menzies' wallflower (*Erysimum menziesii*), the State threatened beach spectaclepod (*Dithyrea maritima*), the State endangered and federally threatened Santa Cruz tarplant (*Holocarpha macradenia*), the State threatened and federally endangered Gambel's water cress (*Nasturtium gambelii*), the State and federally endangered Nipomo Mesa lupine (*Lupinus nipomensis*), the State threatened and federally endangered La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*), the State and federally endangered Indian Knob mountainbalm (*Eriodictyon altissimum*), the State rare and federally endangered Pismo clarkia (*Clarkia speciosa* ssp. *immaculata*), the State rare and federally threatened Camatta Canyon amole (*Chlorogalum purpureum* var. *reductum*), the State rare Cuesta Pass checkerbloom (*Sidalcea hickmanii* ssp. *anomala*), the State endangered Hearsts' manzanita (*Artostaphylos hookeri* ssp. *hearthiorum*), the State rare Dudley's lousewort (*Pedicularis dudleyi*), the State rare Hearsts' ceanothus (*Ceanothus hearstiorum*), the State rare adobe sanicle (*Sanicula maritima*), the State and federally endangered Chorro Creek bog thistle (*Cirsium fontinale* var. *obispoense*), the State threatened and federally endangered Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), the State endangered seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), the State and federally listed Santa Cruz wallflower (*Erysimum teretifolium*), the State endangered and federally threatened marbled murrelet (*Brachyramphus marmoratus*), the State endangered and federally threatened Santa Cruz cypress (*Hesperocyparis abramsiana* var. *abramsiana*), the State threatened and State fully protected California black rail (*Laterallus jamaicensis coturniculus*), the State and federally endangered coho salmon - central California coast ESU (*Oncorhynchus kisutch*), the State and federally endangered white-rayed pentachaeta (*Pentachaeta bellidiflora*), the State and federally endangered Scotts Valley polygonum (*Polygonum hickmanii*), and the following State species of special concern: burrowing owl (*Athene cunicularia*), western pond turtle (*Actinemys marmorata*), California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), tidewater goby (*Eucyclogobius newberryi*), California giant salamander (*Dicamptodon ensatus*), black swift (*Cypseloides niger*), Townsend's big-eared bat (*Corynorhinus townsendii*), northern California legless lizard (*Anniella pulchra*), Santa Cruz black salamander (*Aneides niger*), western snowy plover (*Charadrius alexandrinus nivosus*), San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), and American badger (*Taxidea taxus*).

Due to the very limited information provided in the Project description, CDFW is only able to provide general comments regarding potential impacts to State-listed species. CDFW will provide more substantive comments when specific Project description details are provided, such as specific routes and/or specific Project construction locations, when the Environmental Impact Report (EIR) prepared for this Project is circulated for public review. Please note that the large-scale tri-county Project involves multiple CDFW Regions: Region 3 (Bay Delta Region), Region 4 (Central Region), and potentially Region 7 (Marine Region). The general comments below pertain to the coastal area of California in Santa Cruz and Monterey Counties in CDFW Region 7, inland Santa Cruz County in CDFW Region 3, and inland Monterey and San Benito Counties in CDFW Region 4.

I. Environmental Setting and Related Impact

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: State Fully Protected Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State fully protected species are known to occur within the Project area (CDFW 2020). CDFW has jurisdiction over fully protected species of birds, mammals, amphibians, reptiles, and fish pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. Take, as defined by Fish and Game Code section 86 is to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”, of any fully protected species is prohibited and CDFW cannot authorize their incidental take. Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific Impacts: Without appropriate avoidance and minimization measures for fully protected species, potentially significant impacts associated with Project activities may include, but are not limited to, burrow collapse, inadvertent entrapment, reduced reproductive success, reduced health and vigor, nest abandonment, loss of nest trees, and/or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality.

Evidence impact would be significant: The Project will involve noise, groundwork, use of heavy machinery, and movement of workers that may occur in or

directly adjacent to habitat and thus have the potential to significantly impact fully protected species populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to fully protected species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: Fully Protected Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of Project implementation, to determine if the Project site or its vicinity contains suitable habitat for fully protected raptors.

Recommended Mitigation Measure 2: Fully Protected Species Surveys

CDFW recommends that focused surveys following a species-specific protocol or methodology, if applicable, be conducted by experienced biologists at the Project site prior to Project implementation to avoid impacts to these species. If Project activities are to take place when fully protected species are active, CDFW recommends that additional pre-activity surveys for active nests or above-ground individuals be conducted by a qualified biologist no more than ten days prior to the start of Project activities.

Recommended Mitigation Measure 3: Fully Protected Species Avoidance

In the event a fully protected species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. Detection during surveys or construction activities warrants consultation with CDFW to discuss how to implement the Project and avoid take. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that an appropriate no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to fully protected species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance.

CDFW recommends that the Project completely avoid impacts to Santa Cruz long-toed salamander. Santa Cruz long-toed salamander is a State fully protected species located only within Santa Cruz and Monterey counties. CDFW is unable to issue permits for take of Santa Cruz long-toed salamander, which includes take

during species-specific surveys, unless they are conducted for scientific purposes pursuant to Fish and Game Code section 2081(a) or a project has an approved Natural Communities Conservation Plan pursuant to Fish and Game Code section 2800. Therefore, CDFW recommends impacts to Santa Cruz long-toed salamander be completely avoided. Contacting CDFW for assistance with avoidance measures is recommended.

COMMENT 2: State Threatened or Endangered Wildlife Species in Monterey, San Benito, and Santa Cruz Counties

Issue: State threatened or endangered wildlife species are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories or habitats have the potential to significantly impact these species.

Specific impact: Impacts to State-listed wildlife species include, but are not limited to, inability to reproduce, capture, burrow/den collapse, crushing as a result of burrow collapse, entombment, inadvertent entrapment, reduced reproductive success, reduction in health and vigor of young, nest abandonment, loss of nest trees/breeding habitat, or loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Unauthorized take of species listed as threatened or endangered pursuant to CESA is a violation of Fish and Game Code.

Evidence impact would be significant: Approval of the Project may lead to subsequent ground-disturbing activities that involve noise, groundwork, use of heavy machinery, and movement of workers that could affect these State-listed wildlife species throughout the Project location.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State-listed wildlife species, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 5: State-listed Wildlife Species Focused Surveys

CDFW recommends that the Project area be surveyed for State-listed wildlife species by a qualified biologist following species-specific protocol-level surveys, if applicable. Protocol-level surveys contain methods that, when adhered to, are intended to maximize detectability. In the absence of protocol-level surveys being

performed or when performed outside of the parameters of the methodology, additional surveys may be necessary.

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance

In the event a State-listed wildlife species is found within or adjacent to the Project site, implementation of avoidance measures is warranted. CDFW recommends that a qualified wildlife biologist be on-site during all Project-related activities and that a no-disturbance buffer be implemented. Contacting CDFW for assistance with species-specific avoidance measures is recommended. Fully addressing potential impacts to State-listed wildlife species and requiring measurable and enforceable mitigation in the EIR is recommended.

Recommended Mitigation Measure 7: State-listed Species Take Authorization

If a State-listed wildlife species is identified and detected during surveys or during project implementation, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, take authorization through acquisition of an Incidental Take Permit (ITP) issued by CDFW pursuant to Fish and Game Code section 2081(b) is necessary to comply with CESA.

COMMENT 3: State Threatened, Endangered, or Rare Plant Species in Monterey, San Benito, Santa Cruz Counties

Issue: Special-status plants have been documented to occur in the vicinity of the Project area (CDFW 2020). The Project area contains habitat that may support special-status plants meeting the definition of rare or endangered under Fish and Game Code sections 1901 and 1907 and CEQA Guidelines section 15380.

Specific impact: Without appropriate avoidance and minimization measures potential impacts to special-status plants include inability to reproduce and direct mortality. Unauthorized take of plant species listed as threatened, endangered, or rare pursuant to CESA or the Native Plant Protection Act is a violation of Fish and Game Code.

Evidence impact would be significant: Many special-status plants are narrowly distributed endemic species. These species are threatened with habitat loss and habitat fragmentation resulting from development, vehicle and foot traffic, road maintenance, and introduction of non-native plant species (CNPS 2020). Therefore, impacts of the Project have the potential to significantly impact populations of the species mentioned above.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to special-status plants, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 8: Special-Status Plant Focused Surveys

CDFW recommends that the Project area be surveyed for special-status plants by a qualified botanist following the "Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities" (CDFW 2018b). This protocol, which is intended to maximize detectability, includes identification of reference populations to facilitate the likelihood of field investigations occurring during the appropriate floristic period. In the absence of protocol-level surveys being performed, additional surveys may be necessary.

Recommended Mitigation Measure 9: Special-Status Plant Avoidance

CDFW recommends special-status plant species be avoided whenever possible by delineation and observing a no-disturbance buffer of at least 50 feet from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to special-status plant species.

Recommended Mitigation Measure 10: Special-Status Plant Take Authorization

If a State-listed or State rare plant is identified during botanical surveys, consultation with CDFW is warranted to determine if the Project can avoid take. If take cannot be avoided, acquisition of an Incidental Take Permit (ITP) or a Native Plant Protection Act Incidental Take Permit issued by CDFW Pursuant to Fish and Game Code section 2081(b) and/or section 1900 et seq is necessary to comply with CESA and the Native Plant Protection Act.

COMMENT 4: State Species of Special Concern in Monterey, San Benito, Santa Cruz Counties

Issue: State species of special concern are known to occur within the Project area (CDFW 2020). Without appropriate mitigation measures, Project activities conducted within occupied territories have the potential to significantly impact these species.

Specific impact: Without appropriate avoidance and minimization measures, potential impacts to species of special concern include nest reduction, inadvertent entrapment, reduced reproductive success, reduction in health or vigor of eggs and/or young, and direct mortality.

Evidence impact would be significant: The Project involves ground-disturbing activities in species of special concern habitat. Noise, vegetation removal, use of heavy machinery, movement of workers, and ground-disturbance as a result of Project activities have the potential to significantly impact species of special concern populations.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to State species of special concern, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the EIR prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 11: State Species of Special Concern Focused Surveys

CDFW recommends that a qualified biologist conduct focused surveys for species of special concern no more than ten days prior to Project implementation. In addition, CDFW recommends that focused surveys for eggs/nests occur during the egg-laying season and that any eggs/nests discovered remain undisturbed until the eggs have hatched and the young are no longer dependent on the nest or parental care.

Recommended Mitigation Measure 12: State Species of Special Concern Avoidance

CDFW recommends species of special concern be avoided whenever possible by delineation and observing a no-disturbance buffer. If buffers cannot be maintained, then consultation with CDFW is warranted to determine appropriate minimization and mitigation measures for impacts to species of special concern.

COMMENT 5: Lake and Streambed Alteration in Monterey, San Benito, and Santa Cruz Counties

Issue: The Project area has the potential to contain features subject to CDFW's lake and streambed alteration authority, pursuant to Fish and Game Code section 1600 *et seq.* Ground- and vegetation-disturbing activities associated with the Project have the potential to involve temporary and permanent impacts to these features. CDFW recommends that aquatic features be evaluated to determine whether or not they are subject to CDFW's lake and streambed alteration regulatory

authority and that Notification to CDFW for impacts to features that fall under this regulatory authority be required as conditions of approval in the Project's EIR.

Specific impact: Work within freshwater marsh, wetland, and riparian features has the potential to result in substantial diversion or obstruction of natural flows; substantial change or use of material from the bed, bank, or channel (including removal of riparian vegetation); deposition of debris, waste, sediment, toxic runoff or other materials into water causing water pollution and degradation of water quality.

Evidence impact is potentially significant: The Project area has the potential to include features subject to CDFW's lake and streambed alteration regulatory authority. Construction activities within these features has the potential to impact downstream waters and to significantly impact the remaining acreage of freshwater marsh, wetland, and riparian communities.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts of the Project to features subject to CDFW's lake and streambed alteration authority, CDFW recommends conducting the following evaluation of the Project area and including the following measures as conditions of approval in the Project's EIR.

Recommended Mitigation Measure 13: Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if the Project area or its immediate vicinity supports freshwater marsh, wetland, and/or riparian communities.

Recommended Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification

Where applicable, CDFW recommends a formal wetland delineation be conducted by a qualified biologist to determine the location and extent of wetlands and waterways on or within the vicinity of the Project area. Please note that, while there is overlap, State and Federal definitions of wetlands, as well as which activities require Notification pursuant to Fish and Game Code section 1602, differ. Therefore, CDFW further recommends that the delineation identify both State and Federal wetlands as well as which activities may require Notification to comply with Fish and Game Code. Fish and Game Code section 2785 (g) defines wetlands; further section 1600 *et seq.* applies to any area within the bed, channel, or bank of any river, stream, or lake (including riparian vegetation). It is important to note that while accurate delineations by qualified individuals have resulted in more rapid review and response from the U.S. Army Corps of Engineers and CDFW, substandard or inaccurate delineations have resulted in unnecessary time delays for

applicants due to insufficient, incomplete, or conflicting data. CDFW advises that site map(s) designating wetlands as well as the location of any activities that may affect a lake or stream be included with any site evaluations.

Recommended Mitigation Measure 15: Notification of Lake or Streambed Alteration

Project-related activities that have the potential to change the bed, bank, and channel of streams and other waterways, may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 *et seq.*, therefore in these instances Notification is recommended. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake (including the removal of riparian vegetation); (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. CDFW is required to comply with CEQA in the issuance of a Lake and Streambed Alteration Agreement. For additional information on notification requirements, please contact our staff in the Lake and Streambed Alteration Program at (559) 243-4593 for Monterey and San Benito Counties or (707) 428-2002 for Santa Cruz County.

II. Impact Analysis

The CEQA Guidelines (§15126.2) necessitate that the draft EIR discuss all direct and indirect impacts (temporary and permanent) that may occur with implementation of the Project. This includes evaluating and describing impacts such as:

- Potential for take of special-status species;
- Loss or modification of breeding, nesting, dispersal and foraging habitat, including vegetation removal, alternation of soils and hydrology, and removal of habitat structural features (e.g. snags, roosts, overhanging banks, etc.);
- Direct and cumulative impacts to species and biological resources;
- The cumulative impact of the installation of infrastructures within the watershed;
- Permanent and temporary habitat disturbances associated with ground-disturbance, noise, lighting, reflection, air pollution, traffic, or human presence; and
- Obstruction of movement corridors, fish passage, or access to water sources and other core habitat features.

The CEQA document also should identify reasonably foreseeable future projects in the Project vicinity, disclose any cumulative impacts associated with these projects, determine the significance of each cumulative impact, and assess the significance of the Project's contribution to the impact (CEQA Guidelines, §15355). Although a project's impacts may be insignificant individually, its contributions to a cumulative impact may be considerable; a contribution to a significant cumulative impact – e.g., reduction of available habitat for a listed species – should be considered cumulatively considerable without mitigation to minimize or avoid the impact.

III. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than ten days prior to the start of ground or vegetation-disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species, a 500-foot no-disturbance buffer around active nests of non-listed raptors, and a ½-mile buffer for listed bird/raptor species. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW

recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

Federally Listed Species: CDFW recommends consulting with the USFWS and National Marine Fisheries Service (NMFS) on potential impacts to federally listed species. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS and NMFS in order to comply with FESA is advised well in advance of any ground-disturbing activities.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CDFW appreciates the opportunity to comment on the Project to assist the Association of Bay Area Governments in identifying and mitigating the Project's impacts on biological resources. Due to the large extent of the Project and the limited information provided in the NOP, CDFW recommends a consultation meeting with CDFW to discuss methods to fully address potential impacts to State-listed species and to provide additional species-specific avoidance, minimization, and mitigation measures prior to circulating the EIR. Survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

Heather Adamson
Association of Bay Area Governments
February 10, 2020
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If you have any questions for Project activities in Santa Cruz County, please contact Monica Oey, Environmental Scientist, by telephone at (707) 428-2088, or by electronic mail at Monica.Oey@wildlife.ca.gov. For any questions regarding Project activities in Monterey and San Benito Counties, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014 extension 254, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager (Central Region, Region 4)

cc: United States Fish and Wildlife Service
2800 Cottage Way, Suite W-2605
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United States Army Corps of Engineers
San Joaquin Valley Office
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Regional Water Quality Control Board
Central Coast Region
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San Luis Obispo, California 93401

NOAA Fisheries West Coast Region
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California Department of Fish and Wildlife

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California Native Plant Society, Rare Plant Program (CNPS). 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website
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Attachment 1

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

**PROJECT: AMBAG 2045 Metropolitan Transportation
Plan/Sustainable Communities Strategy and Regional
Transportation Plans**

SCH No.: 2020010204

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
<i>Before Disturbing Soil or Vegetation</i>	
Mitigation Measure 1: Fully Protected Habitat Assessment	
Mitigation Measure 2: Fully Protected Species Surveys	
Mitigation Measure 3: Fully Protected Species Avoidance	
Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	
Mitigation Measure 5: State-listed Wildlife Species Focused Surveys	
Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Mitigation Measure 7: State-listed Species Take Authorization	
Mitigation Measure 8: Special-Status Plant Focused Surveys	
Mitigation Measure 9: Special-Status Plant Avoidance	
Mitigation Measure 10: Special-Status Plant Take Authorization	
Mitigation Measure 11: State Species of Special Concern Focused Surveys	
Mitigation Measure 12: State Species of Special Concern Avoidance	
Mitigation Measure 13: Habitat Assessment	
Mitigation Measure 14: Wetland Delineation and Lake and Stream Notification	
Mitigation Measure 15: Notification of Lake or Streambed Alteration	
<i>During Construction</i>	
Mitigation Measure 3: Fully Protected Species Avoidance	
Recommended Mitigation Measure 4: Santa Cruz Long-Toed Salamander Full Avoidance	

Recommended Mitigation Measure 6: State-listed Wildlife Species Avoidance	
Recommended Mitigation Measure 9: Special-Status Plant Avoidance	
Recommended Mitigation Measure 12: State Species of Special Concern Avoidance	

Letter 2

COMMENTER: Julie A. Vance, Regional Manager, California Department of Fish and Wildlife – Central Region

DATE: January 31, 2022

Response 2.1

The commenter summarizes the role and responsibilities of the California Department of Fish and Wildlife (CDFW) as a Trustee Agency and Responsible Agency. The commenter states they expect CDFW may need to exercise regulatory authority in relation to lake and streambed alterations or the “take” of species protected under the California Endangered Species Act. The commenter further explains that the CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. The commenter notes CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

The comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 2.2

The commenter summarizes the Draft EIR’s project description of the proposed 2045 MTP/SCS including the project proponent, objective, location, and timeframe.

The commenter correctly summarizes the proposed project. Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 2.3

The commenter acknowledges that some of the CDFW recommendations regarding listed plant and wildlife species and waterways/waterbodies provided in their Notice of Preparation (NOP) comment letter dated February 10, 2020 were incorporated into the Draft EIR. The commenter expresses that the CDFW maintains the same recommendations for advised survey methods and mitigation measures that were not incorporated in the Draft EIR. The commenter recommends further mitigation in regard to CESA and that Fish and Wildlife Game Code section 1600 et seq. be included in the Draft EIR.

As shown in Table 1-1 on page 1-3 in the Introduction of the Draft EIR, a summary of the comments and recommendations in CDFW’s NOP comment letter were addressed. Table 1-1 refers to specific sections in the Draft EIR that relate to CDFW’s comments and requests. These recommendations are addressed in Section 4.4, *Biological Resources*, and Section 4.10, *Hydrology and Water Quality*. CDFW’s February 10, 2020 NOP comment letter is included in the Draft EIR in Appendix A. The commenter’s specific recommendations are discussed further in Response 2.4 through Response 2.7 below. Generally, as described further in Responses 2.4 through 2.7, incorporation of the commenter’s recommendations into the

Draft EIR is unnecessary because the recommendations are required by laws and regulatory programs and therefore already assumed into the Draft EIR's analysis and impact determination.

Response 2.4

The commenter summarizes Mitigation Measure BIO-1(c) and recommends that, in addition to Mitigation Measure BIO-1(c), the Draft EIR also include that the project proponent pursue take coverage and acquire an Incidental Take Permit (ITP) from CDFW, pursuant to Fish and Game Code section 2081 subdivision (b), if plants listed pursuant to CESA or the Native Plant Protection Act cannot be avoided prior to any ground-disturbing activities.

The 2045 MTP/SCS EIR determines compliance with all biological resource mitigation measures, including Mitigation Measure BIO-1(c), would reduce impacts to special-status species and their habitat to less than significant levels. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, significant impacts would therefore occur. Lastly, state and federal law already require an ITP for take of state or federally listed species, and as such, the commenter's suggestion is already assumed in the impact analysis and thus, it is unnecessary to require such a mitigation measure.

Mitigation Measures BIO-1(c) is considered adequate and enforceable. However, to address the commenter's concern regarding plants listed pursuant to CESA or the Native Plant Protection Act, the following edits have been made to page 4.4-32 of the Draft EIR to clarify ITPs requirements:

Because of the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation projects on special-status species is not possible. As noted in Section 2.5.2, future projects envisioned in the 2045 MTP/SCS are planned and designed, site specific environmental review will be conducted by the agencies responsible for implementing such projects. In the event that impacts to listed species would occur, an incidental take permit would be required from CDFW, USFWS, and NMFS (where applicable) in compliance with CESA and ESA. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, significant impacts would therefore occur.

Response 2.5

The commenter summarizes Mitigation Measure BIO-1(e) and continues to recommend that, in addition to Mitigation Measure BIO-1(e), the project proponent pursue take authorization through acquisition of an ITP from CDFW pursuant to Fish and Game Code section 2081 subdivision (b), for potential impacts to CESA listed species prior to any ground-disturbing activities.

Please see Response 2.4 above. As noted therein, it is unnecessary to require a permit as mitigation, as adherence to an existing law or regulation is already required by state and

federal law and the impact analysis assumes compliance. As such, no further revisions to the Draft EIR are required in response to this comment.

Response 2.6

The commenter summarizes Mitigation Measure BIO-2a, which requires an aquatic resources delineation for projects that occur within or adjacent to wetland, drainage, or riparian habitat, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC. The commenter recommends that, in addition to Mitigation Measure BIO-2(a), CDFW's Lake and Streambed Alteration Program is notified prior to conducting any project activities that have the potential to impact or change the bed, bank, and channel of rivers, streams, and other waterways. Mitigation Measure BIO-2a requires the results of the aquatic resources delineation be submitted to CDFW for review and approval, and requires the project be designed to minimize impacts to jurisdictional areas to the extent feasible.

State law already requires project sponsors to notify CDFW's Lake and Streambed Alteration Program pursuant to Fish and Game Code section 1600 et seq., prior to conducting any project activities that affect waters regulated under this program; thus, it is unnecessary to require such as a mitigation measure.

Response 2.7

The commenter restates Public Resources Code section 21003(e) and requests that any special-status species or natural communities detected during project surveys be reported to the CNDDDB, provides a weblink to the CNDDDB field survey form, and information regarding form submittal. The commenter also notes that filing fees, which help defray the cost of environmental review by CDFW, are payable upon filing of the NOD. The commenter additionally provides contact information, should AMBAG have any questions regarding project activities.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 2.8

The commenter provided an attachment of a recommended Mitigation Monitoring and Reporting Program (MMRP) as well as a copy of their NOP comment letter from February 14, 2020.

The recommended MMRP reiterates the three mitigation measures suggested previously in Comments 2.3, 2.4, and 2.5. Please see Responses to Comments 2.3, 2.4, and 2.5 for information regarding the commenter's suggested mitigation measures.

The NOP comment letter from February 14, 2020 included with this comment is already included in Appendix A to the Draft EIR. As shown in Table 1-1 on page 1-3 in the Introduction of the Draft EIR, a summary of the comments and recommendations in CDFW's NOP comment letter were addressed. Table 1-1 refers to specific sections in the Draft EIR that

relate to CDFW's comments and requests. These recommendations are addressed in Section 4.4, *Biological Resources*, and Section 4.10, *Hydrology and Water Quality*, of the Draft EIR.

MONTEREY COUNTY

HOUSING AND COMMUNITY DEVELOPMENT

Erik V. Lundquist, AICP, Director

HOUSING | PLANNING | BUILDING | ENGINEERING | ENVIRONMENTAL SERVICES

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January 31, 2022

Heather Adamson
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

SENT VIA EMAIL ONLY

hadamson@ambag.org

Subject: Draft 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) for Monterey, San Benito and Santa Cruz Counties AND Draft Environmental Impact Report (DEIR) – SCH#2020010204

Dear Ms. Adamson,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the Draft 2045 MTP/SCS and DEIR. Comments on the document are as follows:

- General comments:
 - Recommend that actions required for an “implementing agency” to comply with mitigation measures would not include preparation of reports, retainer of technical experts, or direct incorporation of project-level requirements to reduce potential impacts.
 - Recommend that “is comprised of” is incorrect grammar – recommend correction with “comprises/ing” or “consists of” throughout the document.
- Page 1-12 under **1.4.3 Streamlining Under SB 743** typo – first bullet point: 1. It a residential, employment, or mixed use project...
- Page 2-18 redundancy – the seven chapters plus an Executive Summary are first listed on pages ES-2 and ES-3.
- Page 2-19 under **2.3.1.1 2022 Monterey County RTP – Goal 2: Safety and Health.** Create a safer transportation system that fosters countywide health – Consider use of the word “safer”. Safer than what?
- Page 2-29 under **2.5.2 Project Permits and Approvals** – California Coastal Commission is listed twice.
- Page 2-32 at **8. Zero Emission Electric Motorcycle Pilot Project** – which organization is providing the electric motorcycles and to which police departments?
- Page 3-1 under **3.2 Sub-Region Descriptions** second paragraph – The cities of Gonzalez, Soledad, Greenfield, and King City are in...
- Page 4-1 last paragraph last sentence – The impact analysis concludes...in conjunction with other projects in the area...
- Page 4.1-1 under **Monterey County:**
 - first paragraph third sentence – Monterey County includes dramatic...east by the ~~very~~ steep Santa Lucia Mountain range.

3.1

3.2

- Second paragraph fourth sentence – Cities and towns with the valleys include ~~Castroville~~, Salinas...King City and ~~Carmel Valley~~. *Castroville and Carmel Valley are unincorporated areas of Monterey County.
- Page 4.1-13 under *AES-1(b) Tree Protection and Replacement* – Recommend leaving tree replacement ratio 1:1 since each later project should identify replacement ratio during permitting and environmental review of the individual project.
- Page 4.1-19 third bullet point – Recommend change to “low reflective glass” because reduction in glare or reflection of glass requires chemical or mechanical coating. The cost is prohibitive for producing glass at scale that is inherently low in glare or reflection, reducing feasibility to comply with the mitigation measure.
- Page 4.3-36:
 - first white bullet point – Install air filtration...to ~~indoor~~ reduce pollution...
 - first black bullet point – The vegetation buffer...to the top of the canopy. Install...
- Throughout mitigation measures *BIO-1(a) – BIO-3(c)* – Recommend that the “implementing agency” would not retain qualified technical experts; whereas, the implementing agency requires the project proponent(s)/sponsor(s) retain qualified technical experts.
- Page 4.5-9 under **b. State Laws, Regulations and Policies – California Register of Historical Resources (CRHR)**
- Throughout mitigation measures *CR-1 – CR-2(b)* – Recommend that the “implementing agency” would not prepare a map defining the Area of Potential Effects (APE) nor retain a qualified archaeologist; whereas, the implementing agency would require the project proponent(s)/sponsor(s) prepare a map and retain a qualified archaeologist.
- Page 4.7-27 under *GEO-5 Paleontological and Geologic Resources Impact Minimization* – Recommend that the “implementing agency” would not retain a qualified paleontologist; whereas, the implementing agency would require the project proponent(s)/sponsor(s) retain a qualified paleontologist.
- Page 4.8-14 – **c. Regional and Local Laws, Regulations, and Policies, and Programs**
- Page 4.8-28 under *GHG-4(a) Transportation-related GHG Reduction Measures* – Recommend that the “implementing agency” would not incorporate GHG reduction measures and/or technologies; whereas, the implementing agency would require the project proponent(s)/sponsor(s) incorporate GHG reduction measures and/or technologies.
- Page 4.9-26 under *HAZ-3 Site Remediation* – Recommend that the “implementing agency” would not prepare a Phase 1 ESA; whereas, the implementing agency would require the project proponent(s)/sponsor(s) prepare a Phase 1 ESA.
- Page 4.10-10:
 - **Sustainable Groundwater Management Act (SGMA)**
 - third bullet point – spell out GSP before introducing abbreviation
- Page 4.10-11 – **Table 4.10-2 Medium and High Priority Basins and GSP Status**
- Page 4.13-7 – *City of King City Housing Element* – correct throughout paragraph.
- Page 4.14-1 **Table 4.14-1 Fire Service Providers in the AMBAG Region¹** – The organization of the table is unclear and the data in this table is confusing as to the usefulness of the information for discussion of fire protection services. For example:
 - the unincorporated county communities of “Big Sur”, “Carmel Valley”, “San Ardo”, and “Spreckels” are listed separately from “Monterey County (unincorporated)”. Similarly, unincorporated county communities are listed separately from “Santa Cruz County (unincorporated)”.
 - the “Number of Stations” column lists 6 stations in both “City of Monterey” and “City of Sand City” which could mislead the reader to think there are 12 physical

3.2

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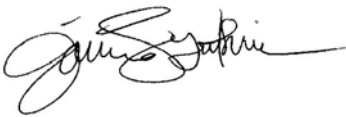
3.3

stations if the reader does not understand that the “Monterey Fire Department” serves both cities.

- the “Monterey County (unincorporated)” row has incomplete lists under “Fire Service Provider” and “Number of Stations” columns.
- Page 4.14-2 second-to-last paragraph – last two sentences are repeated at the beginning of the following paragraph.
- Page 4.14-11 first bullet point – Monterey One Water: Regional Treatment Plant near Marina
- Page 4.14-13 **Table 4.14-4 Phase II Regulated Small MS4s within the AMBAG Region** – define each “MS4 Type” listed in the column and how the information is meaningful to the discussion of Stormwater Management services.
- Page 4.15-29 under *T-2(a) Land Use Project VMT Analysis and Reduction* second paragraph second sentence – Where project level significant impacts are identified, implementing agencies shall require project proponent(s)/sponsor(s) to identify and implement measures that reduce VMT.
- Page 6-9 first paragraph – The description of information in **Table 6-2 Cumulative Impact Analysis Geographic Scope** is of data not shown in Table 6-2.
- Page 6-20 under **k. Land Use and Planning** – the last sentence of **Impact LU-C-1** is: THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD BE CUMULATIVELY CONSIDERABLE. However, conclusions under this section are contradictory at the end of each supporting paragraph.

Thank you again for the opportunity provided Monterey County HCD to comment on the MTP/SCS and DEIR. Please feel free to contact me with any questions at 831.796.6414 or email guthriejs@co.monterey.ca.us

Sincerely,



Jaime Scott Guthrie, AICP, Planner
Housing and Community Development

cc: File REF210033
Monterey County Clearinghouse

Letter 3

COMMENTER: Jaime Scott Guthrie, AICP, Planner, Monterey County Housing and Community Development

DATE: January 31, 2022

Response 3.1

The commenter recommends that required actions for implementing agencies not include preparation of reports, retainer of technical experts, or direct incorporation of project-level requirements. This general comment is repeated and elaborated upon in subsequent statements made later in the letter. These related, additional comments are also marked as comment 3.1. Specifically, the commenter reiterates its opinion that implementing agencies should not be required to: (1) retain qualified technical experts for mitigation measures BIO-1(a) through BIO-3(c); (2) prepare a map defining the Area of Potential Effects nor retain a qualified archaeologist for mitigation measures CR-1 through CR-2(b); (3) to retain a qualified palaeontologist as stated on Draft EIR page 4.7-27 under GEO-5; (4) incorporate GHG reduction measures and/or technologies; (5) prepare a Phase 1 ESA as stated on Draft EIR page 4.9-26 under HAZ-3; and (6) identify and implement measures that reduce VMT as stated on Draft EIR page 4.15-29 under T-2(a) Land Use Project VMT Analysis and Reduction and instead require project proponents/sponsors to identify and implement such VMT reduction measures.

The commenter suggests such mitigation measure requirements should be the responsibility of the project proponent or project sponsor, which could be a person, organization, company, governmental agency, or otherwise, that proposes a project.

An implementing agency is a governmental agency, such as Caltrans or a city or county, that proposes to implement a transportation project or land use development and therefore typically will be the CEQA lead agency. As discussed on page 4-2 of the Draft EIR, AMBAG, TAMC, SBtCOG, and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies) that are responsible agencies for this EIR, but that will be lead agencies for future transportation and land use development projects. It is the responsibility of the lead agency implementing specific second-tier projects implementing the 2045 MTP/SCS to conduct environmental review consistent with CEQA and where applicable, consider mitigation measures provided in the Program EIR and modify them appropriate for the specific project. the project. As stated throughout the Draft EIR, project-specific environmental documents may adjust mitigation measures as necessary to respond to site specific conditions.

Response 3.2

The commenter provides numerous grammatical and typographical suggestions for text throughout the Draft EIR. This comment does not raise, nor would the suggested revisions

implicate, an environmental issue related to EIR adequacy, and no further response is required.

In response to the remainder of this comment's grammatical and typographical suggestions, several typographical revisions have been made to the EIR and are detailed below.

Page 1-12 of the Draft EIR has been revised as follows:

1.4.3 Streamlining Under SB 743

...The exemption applies if a project meets all of the following criteria:

1. It is a residential, employment, or mixed use project and is located within a transit priority area;

Page 2-29 of the Draft EIR has been revised as follows:

Depending on the location of the project, individual transportation projects identified in the 2045 MTP/SCS, MC-RTP, SC-RTP, and SB-RTP would have to be approved by one or more of the following agencies:

- California Department of Transportation
- Monterey Bay Air Resources District
- California Coastal Commission
- Transportation Agency for Monterey County
- Council of San Benito County Governments
- Santa Cruz Regional Transportation Commission
- Monterey-Salinas Transit
- Santa Cruz Metropolitan Transit District
- San Benito County Express
- Cities and counties in the AMBAG region (which are also responsible for approving land use projects)
- Airports
- California Department of Fish & Wildlife
- Regional Water Quality Control Board
- California Public Utilities Commission
- ~~California Coastal Commission~~

The commenter asks which organization would provide electric motorcycles and to which departments under the Zero Emission Electric Motorcycle Pilot Project. This program, as defined on page 2-32, of the Draft EIR is not a part of the proposed project and is not evaluated under the Draft EIR. Accordingly, for clarification purposes, page 2-32 of the Draft EIR has been revised as follows:

~~**8. Zero Emission Electric Motorcycle Pilot Project.** To reduce air pollution while contributing to the safety of the community, providing electric motorcycles to regions' police departments is an important first step in demonstrating the effectiveness of electric vehicles.~~

8. 9. Freeway Service Patrol and Motorist Assistance Program. The Freeway Service Patrol (FSP) is a joint program provided by the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the local transportation agency. The FSP program is a free service of privately owned tow trucks that patrol designated routes on congested urban California freeways.

9. 10. Seniors & Accessible Transportation Services. Focused transportation services to meet the unique needs of seniors and other individuals with accessibility issues.

The last paragraph on page 3-1 of the Draft EIR has been revised as follows:

Other urban or centralized population centers include the cities of Monterey, Carmel-by-the-Sea, Pacific Grove, Marina, Sand City, Seaside and Del Rey Oaks. The cities of Gonzales, Soledad, Greenfield, and King City are in the Salinas River Valley southeast of Salinas.

The last sentence on page 4-1 of the Draft EIR has been revised as follows:

The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other projects in the area listed in Section 3.0, *Environmental Setting*.

The second paragraph on page 4.1-1 of the Draft EIR has been revised as follows:

Monterey County includes dramatic shoreline scenery along the Big Sur coast, which is bounded on the east by the ~~very~~ steep Santa Lucia Mountain range. Other scenic resources within Monterey County include the Fort Ord National Monument in western Monterey County and Pinnacles National Park located east of Soledad.

The third paragraph on page 4.1-1 of the Draft EIR has been revised as follows:

Cities and ~~towns~~ unincorporated communities within the valleys include Castroville, Salinas (the largest city in the County), Gonzales, Soledad, Greenfield, King City and Carmel Valley.

The commenter suggests changing the minimum tree replacement ratio in Mitigation Measure AES-1(b) on page 4.1-13 of the Draft EIR from 2:1 to 1:1, noting each 2045 MTP/SCS project will identify a site-specific tree replacement ratio under project-specific environmental review. The commenter does not provide a reason why a 1:1 minimum tree replacement ratio is more appropriate than a 2:1 ratio, which the Draft EIR determines is appropriate. This comment does not require a revision to the Draft EIR.

Page 4.1-19 of the Draft EIR has been revised as follows:

- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low reflective glass where feasible; and

Page 4.3-36 of the Draft EIR has been revised as follows:

- Install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to ~~indoor~~ reduce indoor pollution exposure for residents and other sensitive populations in buildings that are close to transportation network improvement projects.
- Use air filtration devices rated MERV-13 or higher.
- Plant trees and/or vegetation suited to trapping roadway air pollution and/or sound walls between sensitive receptors and the pollution source. The vegetation buffer should be thick, with full coverage from the ground to the top of the canopy. Install higher efficacy public street and exterior lighting.

Page 4.5-9 of the Draft EIR has been revised as follows:

b. State Laws, Regulations, and Policies

California Register of Historical Resources

The California Register of Historical Resources (CRHR) program was designed for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources.

Page 4.8-14 of the Draft EIR has been revised as follows:

c. State Laws, Regulations, ~~and Policies~~, and Programs

Page 4.10-10 of the Draft EIR has been revised as follows:

Sustainable Groundwater Management Act

.... SGMA establishes the key elements, presented below, which facilitate sustainable groundwater management including with consideration to historical overdraft conditions.

- Requires the establishment of a Groundwater Sustainability Agency (GSA) for each groundwater basin in the state, subject to DWR approval, with the GSA for each respective groundwater basin or subbasin consisting of one or more local agencies with management authority over the basin(s).

- If the DWR does not approve of a proposed GSA, or if no agency steps forward or is formed to fulfill the role of GSA, this role defaults to the DWR which then assumes the GSA responsibilities, including development of a GSP for the affected basin(s).
- Requires all groundwater basins designated by the DWR as Medium- or High Priority to prepare and implement a Groundwater Sustainability Plan (GSP) to achieve and maintain sustainable groundwater conditions for the applicable basin according to a SGMA-established timeline, which depends upon the priority ranking of the basin. In Santa Cruz, San Benito, and Monterey counties, groundwater basins are all designated as Medium- or High Priority.

Page 4.10-11 of the Draft EIR has been revised as follows:

Table 4.10-2 Medium and High Priority Basins and GSP Status

The commenter suggests revisions to a paragraph on page 4.13-7 to revise instances of “City of King Housing Element” to “City of King City Housing Element”. AMBAG recognizes and utilizes the City of King phrasing. This comment does not raise, nor would the suggested revisions implicate, an environmental issue related to EIR adequacy; thus, no further response is required.

Page 4.14-2 of the Draft EIR has been revised as follows:

.... Each fire protection agency is responsible for serving its own prescribed area, but mutual aid agreements are in wide use across the region such that agencies can rely on assistance from neighboring agencies in the case of overwhelming demand. ~~Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies.~~

Fire protection service performance is typically measured by emergency response times or the ratio of service personnel to service area population. Because of the varying needs and challenges of each jurisdiction, however, performance measures differ among agencies, particularly when comparing urban and rural agencies.

No additional edits to the Draft EIR are required in response to this comment.

Page 4.14-11 of the Draft EIR has been revised as follows:

Monterey One Water: Regional Treatment Plant near Marina.

Page 4.14-13 of the Draft EIR has been revised as follows:

....MS4s are interconnected and often share facilities, cooperatively manage systems, and coordinate pollution control efforts. MS4s within this table are broken down into three types: Traditional, Non-traditional, and Waiver. Traditional MS4 operators are incorporated cities, towns, Urbanized Areas (UAs), counties, and similar municipal

organizations. Non-traditional MS4 operators are transportation agencies (where the 'MS4' is often a system of drainage channels alongside transportation infrastructure), military bases, public universities, and prisons. Waiver MS4 are types of waivers and exemptions to permit requirements, examples include small MS4s, usually less than 1,000 connections or population, MS4s that can demonstrate they are not discharging pollutants in any significant level, or MS4s whose discharges are accounted for in TMDL limits already set for impaired bodies.

The second paragraph on page 6-7 of the Draft EIR has been revised as follows:

.... The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. The geographic scope for each environmental issue analyzed in this EIR is identified in ~~Table 6-1~~ Table 6-2.

The first paragraph on page 6-9 of the Draft EIR has been revised as follows:

As shown in ~~Table 6-2~~ Table 6-1, in the cumulative impact analysis area the AMBAG region comprises approximately 12.5 percent of the existing population, 12.4 percent of the existing number of households and 14.9 percent of the existing number of jobs and approximately 18.5 percent of the total acreage....

Due to a typographical error which misidentified the impact determination, Impact LU-C-1 on page 6-20 of the Draft EIR has been revised as follows:

Impact LU-C-1 DEVELOPMENT IN THE CUMULATIVE IMPACTS ANALYSIS AREA WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. HOWEVER, IT COULD RESULT IN INCONSISTENCIES OR CONFLICTS WITH LOCAL LAND USE PLANS AND LOCAL COASTAL PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING ENVIRONMENTAL EFFECTS. THE 2045 MTP/SCS CONTRIBUTION TO CUMULATIVE IMPACTS WOULD NOT BE CUMULATIVELY CONSIDERABLE.

This comment's suggested textual revisions have been considered and addressed. Except as identified above, no further suggested revisions to the Draft EIR are required. The above revisions rectify typographical or editorial errors, and do not constitute significant new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. These minor textual revisions serve to clarify and amplify the content of the EIR.

Response 3.3

The commenter suggests that Table 4.14-1, Fire Service Providers in the AMBAG Region, on page 4.14-1 of the Draft EIR is unclear and provides confusing data regarding the fire service areas and number of fire stations in the AMBAG region. Specifically, the commenter notes certain unincorporated county communities are separately listed from the unincorporated county in which they are located; the number of stations data could mislead readers; and there is an incomplete list under the "Monterey County (unincorporated)" row.

Table 4.14-1 in Section 4.14, *Public Services, Recreation, and Utilities*, provides a list of fire service providers serving the AMBAG region. In response to this comment, portions of Table

4.14-1 on page 4.14-1 of the Draft EIR have been revised to clarify the data and explain that some fire service providers serve multiple cities or towns. The revisions are shown as follows (portions of table not below remain unchanged):

Table 4.14-1 Fire Service Providers in the AMBAG Region¹

County/City/Town		
Monterey County		
Monterey County (<u>remaining</u> unincorporated)	CAL FIRE, Monterey County Regional Fire District, North Monterey County Fire Protection District, US Forest Service	11, 7, 3,
Santa Cruz County		
Santa Cruz County (<u>remaining</u> unincorporated)	CAL FIRE	13

¹ Table is an estimation of fire service providers within the AMBAG region and does not include private fire protection departments

² As shown in the table, some fire service providers serve multiple cities or towns. The number of stations in this column reflect the number of stations operated by the provider; not the number of stations within each city or town.

These revisions do not constitute significant new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. These minor textual revisions serve to clarify and amplify the content of the EIR.

Letter 4



CENTER for BIOLOGICAL DIVERSITY

Because life is good.

January 31, 2022

Sent via email

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
2045rtp@scrtc.org

Re: Draft Programmatic Environmental Impact Report for Santa Cruz County's Draft 2045 Regional Transportation Plan & Sustainable Communities Strategy

Dear Regional Transportation Commission:

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the Draft Programmatic Environmental Impact Report ("DEIR") for the Draft 2045 Regional Transportation Plan & Sustainable Communities Strategy for Santa Cruz County ("RTP/SCS"). The Center has reviewed the DEIR and RTP/SCS and provides these comments for consideration by the Santa Cruz County Regional Transportation Commission ("SC RTC"). As outlined in further detail below, we urge SC RTC to ensure that the DEIR fully considers and mitigates the impacts of the RTP/SCS on mountain lions, wildlife connectivity, and wildfire. As currently written, we are concerned that the DEIR does not meet these goals.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center and its members have worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in California.

We urge SC RTC staff and the Board to consider and implement the recommendations in this letter so that the RTP/SCS complies with applicable laws. We also request a meeting with staff or appropriate Board members to discuss how these recommendations can be implemented.

4.1

I. The EIR Must Analyze and Mitigate Impacts of the RTP/SCS to Mountain Lions (*Puma concolor*) throughout Santa Cruz County.

We are concerned that the DEIR does not adequately analyze or mitigate impacts of the RTP/SCS on mountain lions. Mountain lions in Santa Cruz County are part of the “Central Coast North” population of mountain lions, which is provisionally listed under the California Endangered Species Act (“CESA”) (Yap et al. 2019). In compliance with CESA, all projects associated with the RTP/SCS must be designed to allow safe passage of mountain lions under or over transportation projects that cross mountain lion movement corridors. (Fish & Game Code § 2054.) In addition, any structures adjacent to open space should include mitigation measures that reduce or eliminate mountain lion conflict (e.g., livestock should be kept in lion-proof enclosures at night), lighting should be turned away from open space, noise should be limited, pet cats and dogs should be kept indoors, and measures that reduce the risk of wildfire ignitions and/or spread should be required (e.g., avoiding new development in fire-prone areas and retrofitting existing communities with solar microgrids, ember-resistant vents and roofing, and 100-foot buffer immediately adjacent to structures with lightly irrigated native vegetation).

We were unable to find any such discussion in the DEIR. The omission is inconsistent with SC RTC’s obligations under the California Environmental Quality Act (“CEQA”). CEQA requires an EIR to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. (Pub. Res. Code § 21061.) CEQA further requires a lead agency to mitigate to the extent feasible significant impacts. (CEQA Guidelines § 15064.4.) More specifically, CEQA requires a “mandatory finding of significance” if there is substantial evidence in the record that a proposed plan or project *may* cause a “wildlife *population* to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species” (CEQA Guidelines § 15065(a)(1).) This means that a project or plan is deemed to have a significant impact on the environment as a matter of law if it reduces the habitat of a species, or reduces the number or range of an endangered, rare, or threatened species. (See *Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 792 fn. 12 [citing *Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4th 1261, 1273–1274].)

Here, any further impairment of connectivity or destruction of habitat has the potential to significantly impact the Central Coast North mountain lions, as well as the broader Evolutionarily Significant Unit (“ESU”). By way of background, there is ample scientific evidence that indicates mountain lion populations in Southern California and the Central Coast are threatened and that human activities and land use planning that does not integrate adequate habitat connectivity can have adverse impacts on mountain lions. Continued habitat loss and fragmentation has led to 10 genetically isolated populations within California. Several populations in Southern California are facing an extinction vortex due to high levels of inbreeding, low genetic diversity, and high human-caused mortality rates from car strikes on roads, depredation kills, rodenticide poisoning, poaching, disease, and increased human-caused wildfires (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Benson et al. 2016; Gustafson et al. 2018; Benson et al. 2019). This is detailed in the Center’s petition to

the California Fish and Game Commission to protect Southern California and Central Coast mountain lions under CESA (Yap et al. 2019).

The primary threat to the long-term survival of mountain lions in the Southern California/Central Coast ESU is genetic isolation due to lack of connectivity caused by continuous development in mountain lion habitat with little regard of their movement needs. Thus, the persistence of the populations within Santa Cruz County relies heavily on being connected with mountain lions throughout the ESU *as well as* statewide. Mountain lions are wide ranging species that have home ranges of 75 to 200 mi²; clearly, anthropogenic barriers are likely limiting their movement and preventing adequate gene flow for the long-term survival of mountain lions throughout the SC RTC region (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Gustafson et al. 2018; Benson et al. 2019). Yet the RTP/SCS will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate mitigation for mountain lion specific wildlife connectivity, which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement corridors. Such development without addressing wildlife connectivity issues and integrating effective mountain lion specific wildlife crossings and corridors could lead to the extirpation of multiple mountain lion populations in the Santa Cruz and Central Coast region.

As the last remaining wide-ranging top predator in the region, impacts to mountain lions in the Santa Cruz Region could have severe ecological consequences; loss of the keystone species could have ripple effects on other plant and animal species, potentially leading to a decrease in biodiversity and diminished overall ecosystem function. In some ecosystems that lack mountain lions, increased deer populations can overgraze vegetation and cause stream banks to erode (Ripple and Beschta 2006; Ripple and Beschta 2008). Many scavengers, including foxes, raptors, and numerous insects, can lose a reliable food source without mountain lions (Ruth and Elbroch 2014; Barry et al. 2019). Fish, birds, amphibians, reptiles, rare native plants, and butterflies could diminish if this apex predator were lost (Ripple and Beschta 2006; Ripple and Beschta 2008; Ripple et al. 2014).

SC RTC also has an obligation to protect species that are listed or provisionally listed under CESA, including Central Coast and Southern California mountain lions. Under CESA, the SC RTC may not approve projects (including the RTP/SCS) that could jeopardize the continued existence of these populations or result in destruction of essential habitat (Cal. Fish & Game Code § 2053(a) and SC RTC must require that appropriate mitigation measures be implemented for projects that could destroy mountain lion habitat or impair connectivity (Cal. Fish & Game Code § 2054).

Given that the Central Coast North mountain lion population are a candidate species under the CESA, the DEIR must be revised and recirculated to analyze and fully mitigate potential impacts on these populations in compliance with both CESA and CEQA.

II. The EIR Must Analyze and Mitigate Impacts of the RTP/SCS on Wildlife Movement and Habitat Connectivity.

The EIR must analyze the potential impacts of the RTP/SCS and its associated projects on wildlife connectivity. Roads and development create barriers that lead to habitat loss and fragmentation, which harms native wildlife, plants, and people. As barriers to wildlife movement, poorly-planned development and roads can affect an animal's behavior, movement patterns, reproductive success, and physiological state, which can lead to significant impacts on individual wildlife, populations, communities, landscapes, and ecosystem function (Mitsch and Wilson 1996; Trombulak and Frissell 2000; van der Ree et al. 2011; Brehme et al. 2013; Haddad et al. 2015; Marsh and Jaeger 2015; Ceia-Hasse et al. 2018). For example, as noted above, habitat fragmentation from roads and development has been shown to cause mortalities and harmful genetic isolation in mountain lions in southern California (Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015), increase local extinction risk in amphibians and reptiles (Cushman 2006; Brehme et al. 2018), cause high levels of avoidance behavior and mortality in birds and insects (Benítez-López et al. 2010; Loss et al. 2014; Kantola et al. 2019), and alter pollinator behavior and degrade habitats (Trombulak and Frissell 2000; Goverde et al. 2002; Aguilar et al. 2008). Habitat fragmentation also severely impacts plant communities. An 18-year study found that reconnected landscapes had nearly 14% more plant species compared to fragmented habitats, and that number is likely to continue to rise as time passes (Damschen et al. 2019). The authors conclude that efforts to preserve and enhance connectivity will pay off over the long-term (Damschen et al. 2019). In addition, connectivity between high quality habitat areas in heterogeneous landscapes is important to allow for range shifts and species migrations as climate changes (Heller and Zavaleta 2009; Cushman et al. 2013; Krosby et al. 2018). Loss of wildlife connectivity decreases biodiversity and degrades ecosystems.

Edge effects of development in and adjacent to open space will likely impact key, wide-ranging predators, such as mountain lions and bobcats (Crooks 2002; Riley et al. 2006; Delaney et al. 2010; Lee et al. 2012; Smith et al. 2015; Vickers et al. 2015; Smith et al. 2017; Wang et al. 2017), as well as smaller species with poor dispersal abilities, such as song birds, small mammals, and herpetofauna (Cushman 2006; Slabbekoorn and Ripmeester 2008; Benítez-López et al. 2010; Kociolek et al. 2011). Limiting movement and dispersal can affect species' ability to find food, shelter, mates, and refugia after disturbances like fires or floods. Individuals can die off, populations can become isolated, sensitive species can become locally extinct, and important ecological processes like plant pollination and nutrient cycling can be lost. Negative edge effects from human activity, such as traffic, lighting, noise, domestic pets, pollutants, invasive weeds, and increased fire frequency, have been found to be biologically significant up to 300 meters (~1000 feet) away from anthropogenic features in terrestrial systems (Environmental Law Institute 2003)

The EIR must also consider corridor redundancy (*i.e.* the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience. Compared to a single pathway, multiple connections between habitat patches increase the probability of movement across landscapes by a wider variety of species, and they provide more habitat for low-mobility species while still allowing for their dispersal (Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008). In addition, corridor redundancy provides resilience to uncertainty, impacts of climate change, and extreme events, like flooding or wildfires, by providing alternate escape routes or refugia for animals seeking safety (Cushman et al., 2013; Mcrae et al., 2008; Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008).

Corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. Climate change is increasing stress on species and ecosystems, causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes, and increasing species extinction risk (Warren et al. 2011). A 2016 analysis found that climate-related local extinctions are already widespread and have occurred in hundreds of species, including almost half of the 976 species surveyed (Wiens 2016). A separate study estimated that nearly half of terrestrial non-flying threatened mammals and nearly one-quarter of threatened birds may have already been negatively impacted by climate change in at least part of their distribution (Pacifiçi et al. 2017). A 2016 meta-analysis reported that climate change is already impacting 82 percent of key ecological processes that form the foundation of healthy ecosystems and on which humans depend for basic needs (Scheffers et al. 2016). Genes are changing, species' physiology and physical features such as body size are changing, species are moving to try to keep pace with suitable climate space, species are shifting their timing of breeding and migration, and entire ecosystems are under stress (Parmesan and Yohe 2003; Root et al. 2003; Parmesan 2006; Chen et al. 2011; Maclean and Wilson 2011; Warren et al. 2011; Cahill et al. 2012).

The DEIR must also analyze the RTP/SCS's potential impacts to riparian corridors. Riparian ecosystems have long been recognized as biodiversity hotspots performing important ecological functions in a transition zone between freshwater systems and upland habitats. Many species that rely on these aquatic habitats also rely on the adjacent upland habitats (*e.g.*, riparian areas along streams, and grassland habitat adjacent to wetlands). In fact, 60% of amphibian species, 16% of reptiles, 34% of birds and 12% of mammals in the Pacific Coast ecoregion depend on riparian-stream systems for survival (Kelsey and West 1998). Many other species, including mountain lions and bobcats, often use riparian areas and natural ridgelines as migration corridors or foraging habitat (Dickson et al, 2005; Hilty & Merenlender, 2004; Jennings & Lewison, 2013; Jennings & Zeller, 2017). Additionally, fish rely on healthy upland areas to influence suitable spawning habitat (Lohse et al. 2008), and agricultural encroachment on these habitats and over-aggressive removal of riparian areas have been identified as a major driver of declines in freshwater and anadromous fish (*e.g.*, Stillwater Sciences 2002; Lohse et al. 2008; Moyle et al. 2011). Therefore, buffers that allow for connectivity between the aquatic resource and upland habitat is vital for many species to persist.

It is estimated that 90-95% of historic riparian habitat in the state has been lost (Bowler 1989; Riparian Habitat Joint Venture 2009). Using 2002 land cover data from CalFire, the Riparian Habitat Joint Venture estimated that riparian vegetation makes up less than 0.5% of California's total land area at about 360,000 acres (Riparian Habitat Joint Venture 2004). This is alarming because riparian habitats perform a number of biological and physical functions that benefit wildlife, plants, and humans, and loss of what little is left will have severe, harmful impacts on special-status species, overall biodiversity, and ecosystem function. California cannot afford to lose more riparian corridors.

A literature review found that recommended buffers for wildlife often far exceeded 100 meters (~325 feet), well beyond the largest buffers implemented in practice (Robins 2002). For example, Kilgo et al. (1998) recommend more than 1,600 feet of riparian buffer to sustain bird diversity. In addition, amphibians, which are considered environmental health indicators, have been found to migrate over 1,000 feet between aquatic and terrestrial habitats through multiple life stages (Semlitsch and Bodie 2003; Trenham and Shaffer 2005; Cushman 2006; Fellers and Kleeman 2007). Accommodating the more long-range dispersers is vital for continued survival of species populations and/or recolonization following a local extinction (Semlitsch and Bodie 2003; Cushman 2006). In addition, more extensive buffers provide resiliency in the face of climate change-driven alterations to these habitats, which will cause shifts in species ranges and distributions (Cushman et al., 2013; Heller & Zavaleta, 2009; Warren et al., 2011). This emphasizes the need for sizeable riparian and upland buffers around streams and wetlands in and adjacent to any project included in the RTP/SCS, as well as connectivity corridors between heterogeneous habitats. Again, the EIR must adequately assess and mitigate impacts to local, regional, and global wildlife movement and habitat connectivity.

It is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes our (humans, plants, and animals) ability to adapt to climate change. In a report for the International Union for Conservation of Nature (IUCN), world-renowned scientists from around the world stated that “[s]cience overwhelmingly shows that interconnected protected areas and other areas for biological diversity conservation are much more effective than disconnected areas in human-dominated systems, especially in the face of climate change” and “[i]t is imperative that the world moves toward a coherent global approach for ecological connectivity conservation, and begins to measure and monitor the effectiveness of efforts to protect connectivity and thereby achieve functional ecological networks” (Hilty et al. 2020).

Given the potential for projects authorized or streamlined by the RTP/SCS to fragment and destroy important habitat, including riparian areas, the Center urges the SC RTC to avoid further fragmentation and degradation of existing, intact, heterogeneous habitats and incorporate clear and enforceable wildlife connectivity mitigation measures that address the needs of target species into the RTP/SCS and EIR.

While DEIR does include some measures specifically for fencing, lighting and drainage systems, it does not include specific measures related to roads, nor does it provide detailed mitigation for target species (DEIR, page 4.4-46). The RTP/SCS should encourage the involvement of wildlife connectivity experts from CDFW and other agencies, organizations,

academic institutions, communities, and local groups starting at the initial planning stage of development and transportation projects so that habitat connectivity can be strategically integrated into project design and appropriately considered in the project budget. The RTP/SCS should require road and highway projects to include adequate wildlife crossing infrastructure in order to reduce impacts to mountain lions and other species.

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In incorporating such measures into future drafts of the EIR and RTP/SCS, it is important to consider that different species have different behaviors and needs that affect how they move. For example, smaller species with poor dispersal abilities, like rodents and herpetofauna, would require more frequent intervals of crossings compared to larger wide-ranging species, like mountain lions or coyotes, to increase their chances of finding a crossing. Gunson et al. (2016) recommend that crossing structures generally be spaced about 300m (~0.19mi) apart for small animals when transportation infrastructure bisects large expanses of continuous habitat, though they recognize that some amphibians may need more frequent crossings no more than 50m (~0.03mi) apart. And for many amphibian and reptile species, undercrossings should have grated tops so that the light and moisture inside the crossings are similar to that of the ambient environment. Brehme and Fisher (2020) also provides additional guidance regarding amphibian crossings. Therefore, **multiple crossings designed for different target species may be required. In-depth analyses that include on-the-ground movement studies of which species are moving in the area and their home range area, habitat use, and patterns of movement are needed to determine how to best implement such crossings.** In addition, associated crossing infrastructure (*e.g.*, exclusionary fencing appropriate for target species, berms to buffer crossings from sound and light) should be included to improve chances of wildlife using crossings, and such crossings and associated infrastructure should be designed and built in consultation with local and regional experts, including agency biologists. And **to improve the effectiveness of any wildlife crossings, there should be protected habitat on both sides of the crossing; therefore, mitigation should also include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented,** again, in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. Given that impacts of noise, light, and vibration can affect the use of wildlife crossings, even if crossings are designed with adequate parameters and fencing, the crossings should be built with wildlife responsive design; crossings should have sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and they should be well-maintained on both sides of the crossing for animals to use them (Shilling 2020; Vickers 2020).

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Here are some additional mitigation measures that should be included in the EIR that projects should be required to implement if they are to be considered “consistent” with the RTP/SCS or receive funding from SC RTP:

- Lead agency shall consult with applicable counties, cities, Tribes, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. 4.10
- Lead agency and/or project applicant shall design projects to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. 4.11
- Lead agency must conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. 4.12
- For long linear projects with the possibility of impacting wildlife movement (e.g., road expansion), lead agency shall analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce the function of recognized movement corridors. 4.13
- Lead agency must require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. 4.14
- For projects with impacts to habitat linkages or corridors, lead agency shall ensure adequate preservation and mitigation of habitat linkages and corridors (e.g., through mitigation banking or purchasing, maintain or restoring offsite habitat). 4.15
- Lead agency shall design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. 4.16
- Lead agency shall install overpasses, underpasses, or culverts as appropriate to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. 4.17
- Lead agency shall install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. 4.18
- Where avoidance of impacts is determined by the lead agency to be infeasible, the lead agency shall design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., United States Fish and Wildlife Service and/or CDFW) and in accordance with the respective county and city general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, where applicable: Wildlife movement buffer zones, appropriately spaced 4.19

breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, other comparable measures.

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- Lead agency shall implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.

4.20

- Lead agency shall reduce lighting impacts on sensitive species through implementation of mitigation measures including, but not limited to:

- Use high pressure sodium and/or cut-off fixtures instead of typical mercury vapor fixtures for outdoor lighting;
- Design exterior lighting to confine illumination to the project site;
- Provide structural and/or vegetative screening from light-sensitive uses;
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces;
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.
- Minimize lighting at night.

4.21

- Lead agency shall reduce noise impacts to sensitive species through implementation of mitigation measures including, but not limited to:

- Install temporary noise barriers during construction.
- Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools.
- Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require

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re-pavement, or normal reconstruction of roadways where re-pavement is planned.

- Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.

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III. The EIR Must Adequately Assess and Mitigate Impacts of New Development in High Fire-prone Areas to Wildfire Risk.

Fire is a natural and necessary ecological process for many different ecosystems within the region; however, increased human-caused ignitions and the expansion of flammable non-native grasses has led to increased fire activity in the area, which is harmful to numerous biological resources and people.

4.23

A. The EIR Must Fully Inform the Public and Decisionmakers of the Potential Impacts of More Fire Ignitions from Placing Homes and People in High Fire-Prone Areas.

According to a report from Governor Gavin Newsom's Office, construction of more homes in the wildland-urban interface is one of the main factors that "magnify the wildfire threat and place substantially more people and property at risk than ever before" (Governor Newsom's Strike Force 2019). Syphard et al. (2019) found that housing and human infrastructure in fire-prone wildlands are the main drivers of fire ignitions and structure loss. This is not new information; scientists have been reporting it for many years in scientific, peer-reviewed journals, and firefighters have observed it.

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As outlined in the Center's recent report, *Built to Burn*¹, increasing housing development in high fire-risk wildlands is putting more people in harm's way and contributing to a dramatic increase in costs associated with fire suppression and damages. Next 10 and UC Berkeley's recent report, *Rebuilding for a Resilient Recovery: Planning in California's Wildland Urban Interface*², likewise found that state and local land use policies are increasing the economic and human cost of wildfire by encouraging rebuilding in the high risk-wildland urban interface instead of focusing development away from fire-prone areas. Sprawl developments with low/intermediate densities extending into habitats that are prone to fire have led to more frequent

¹ Tiffany Yap, et al, *Built to Burn: California's Wildlands Developments Are Playing With Fire* (Feb. 2021), available at <https://www.biologicaldiversity.org/programs/urban/pdfs/Built-to-Burn-California-Wildfire-Report-Center-Biological-Diversity.pdf>.

² Next 10 and UC Berkeley, *Rebuilding for a Resilient Recovery: Planning in California's Wildland Urban Interface* (June 2021), available at <https://www.next10.org/sites/default/files/2021-06/Next10-Rebuilding-Resilient-Final.pdf>.

wildfires caused by human ignitions, like power lines, arson, improperly disposed cigarette butts, debris burning, fireworks, campfires, or sparks from cars or equipment (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019). Human-caused fires account for 95-97% of all fires in Southern California's Mediterranean habitats (Syphard et al. 2007; Balch et al. 2017). In some Southern California counties, Keeley and Syphard (2018) found that human ignitions were responsible for 98-100% of fires between 1919-2016. Leapfrog developments in high fire-prone areas have the highest predicted fire risk (Syphard et al. 2013), and multiple studies indicate that developments with low/intermediate-density clusters surrounded by fire-dependent vegetation (*i.e.*, grasslands, chaparral, scrub) in areas with a history of fires have the highest chances of burning (Syphard et al. 2012; Bistinas et al. 2013; Syphard et al. 2013; Syphard et al. 2019). The EIR must clearly outline and summarize the scientific evidence linking development in high fire-prone wildlands with increased fire risk; the RTP/SCS could result in the placement of more homes, infrastructure, roads, and communities in high fire-prone areas that have burned in the past and will inevitably burn again.

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The EIR must acknowledge the potential wildfire hazard from increased human-caused ignitions in the Santa Cruz region. By placing people in fire-prone areas, the induced sprawl perpetuated by the RTP/SCS would increase the number of potential ignition sources, and therefore the risk of wildfires occurring. In addition, power lines and electrical equipment are a significant source of human-caused ignitions (Keeley and Syphard 2018). The 2017 Thomas Fire, 2017 Tubbs Fire, 2018 Camp Fire, and 2018 Woolsey Fire were found to have been caused by electrical transmission lines and electrical equipment, and the 2019 Kincade Fire is suspected to have been caused by power lines as well. Placing homes and people in high fire-prone areas would only increase the potential likelihood of these ignition sources, as has been documented in multiple scientific studies (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019).

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Although public utilities companies (*i.e.*, PG&E and Southern California Edison) are altering operations in the form of power outages and blackouts during extreme weather conditions (Callahan et al. 2019; Krishnakumar et al. 2019; Fry et al. 2019a), wildfires can still spark and spread quickly towards homes, as evidenced by the wildfires in Moraga (Hernández et al. 2019) and Saddle Ridge/Sylmar (Fry et al. 2019b). And the power outages themselves disproportionately burden our most vulnerable communities, including the elderly, poor, and disabled (Chabria and Luna 2019), and can cause traffic jams and collisions (CBS San Francisco 2019). Michael Wara, Director of the Climate and Energy Policy Program and a senior research scholar at the Stanford Woods Institute for the Environment, estimated that PG&E's power outage in Northern and Central California could have an economic impact of \$2.5 billion in losses, with most of the burden on businesses (Callahan et al. 2019). It is clear that placing more homes and businesses in known fire-prone areas and wind corridors is irresponsible and can lead to deadly and costly consequences.

While the DEIR does acknowledge that some projects associated with the RTP/SCS would “result in growth in or near wildfire prone areas,” creating “substantial wildfire-related impacts” (DEIR, page 4.17-16), the DEIR fails to describe in detail the full extent of these impacts to people, ecosystems, and wildlife based upon the best available science. While the mitigation focuses on implementing fire resistant measures, there is no acknowledgement that this only reduced the wildfire risk, it does not make the new infrastructure fireproof. **The DEIR must also fully consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires.**

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B. The EIR Must Adequately Assess and Mitigate the Impacts to Special-status Species Due to Increased Human-caused Ignitions.

As mentioned previously, sprawl developments with low/intermediate densities extending into habitats that are prone to fire, such as chaparral and scrub/shrubland habitats, have led to more frequent wildfires caused by human ignitions, and these types of developments have the highest chances of burning (Keeley et al. 1999; Keeley and Fotheringham 2003; Syphard et al. 2007; Syphard et al. 2012; Bistinas et al. 2013; Syphard et al. 2013; Balch et al. 2017; Keeley and Syphard 2018; Radeloff et al. 2018; Syphard et al. 2019). This could disrupt the natural fire regime and lead to a dangerous feedback loop of deadly fires and habitat destruction.

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Significant portions of the Santa Cruz region are dominated by chaparral and scrub/shrublands, native California habitats that are adapted to infrequent (every 30 to 150 years or more), large, high-intensity crown fire regimes (Keeley and Fotheringham 2001). However, if these regimes are disrupted, the habitats become degraded (Keeley 2005; Keeley 2006; Syphard et al. 2018). When fires occur too frequently, type conversion occurs and the native shrublands are replaced by non-native grasses and forbs that burn more frequently and more easily, ultimately eliminating native habitats and biodiversity while increasing fire threat over time (Keeley 2005; Keeley 2006; Syphard et al. 2009; Safford and Van de Water 2014; Syphard et al. 2018). This could have serious consequences for special-status species in the Santa Cruz region that rely on these native habitats for survival, like California tiger salamanders and vernal pool fairy shrimp. In addition, large-scale landscape changes due to vegetation-type conversion from shifts in natural fire regimes could impact wide-ranging species like mountain lions (Jennings 2018), whose populations are already struggling in the area due to lack of connectivity and genetic isolation (Gustafson et al. 2018; Dellinger 2019).

C. The FEIR Fails to Adequately Assess and Mitigate the Potential Health and Air Quality Impacts from Increased Smoke from Human-caused Ignitions.

Human-caused wildfires at the urban wildland interface that burn through developments are becoming more common with housing extending into fire-prone habitats. This is increasing the frequency and toxicity of smoke exposure to communities in and downwind of the fires. This can lead to harmful public health impacts due to increased air pollution not only from burned vegetation, but also from burned homes, commercial buildings, cars, etc. Buildings and structures often contain plastic materials, metals, and various stored chemicals that release toxic

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chemicals when burned, such as pesticides, solvents, paints, and cleaning solutions (Weinhold 2011).

Increased fire frequency due to human activity and ill-placed developments lead to increased occurrences of poor outdoor and indoor air quality from smoke (*e.g.*, Phuleria et al. 2005), which can have public health effects. Hospital visits for respiratory symptoms (*e.g.*, asthma, acute bronchitis, pneumonia, or chronic obstructive pulmonary disease) and cardiovascular symptoms have been shown to increase during and/or after fire events (Künzli et al. 2006; Viswanathan et al. 2006; Delfino et al. 2009; Rappold et al. 2012; Liu et al. 2015; Reid et al. 2016). Children, elderly, and those with underlying chronic disease are the most vulnerable to the harmful health effects of increases in wildfire smoke. While it states that “fire related impacts may extend far beyond the fire footprint as damage to homes, infrastructure, and ecosystems, and diminished air and water quality could all occur. People residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUP” (DEIR, page, 4.17-16), it does not propose an alternative that would prevent any future growth in wildfire hazard severity areas.

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D. The EIR Must Adequately Assess and Mitigate the Impact of Increased Wildfires on Fire Protection Services and Utilities.

The DEIR does not adequately consider the impacts on firefighters and first responders of the growth induced by the RTP/SCS in high fire-prone natural areas subject to intermittent wildfires. Adding more development to these wild areas will necessitate significant firefighting costs from both state and local authorities. Cal Fire is primarily responsible for addressing wildfires when they occur, and its costs have continued to increase as wildfires in the wildland urban interface have grown more destructive. During the 2017-2018 and the 2018-2019 fiscal years, Cal Fire’s fire suppression costs were \$773 million and an estimated \$635 million, respectively (Cal Fire 2019). Note that this does not include the cost of lives lost, property damage, or clean up during these years, which is estimated to be billions of dollars. The vast majority of wildfires in southern California are caused by humans (Balch et al. 2017; Keeley and Syphard 2018), and inducing sprawl development in high fire hazard areas will increase the frequency and likelihood of such fires (Syphard et al. 2012; Syphard et al. 2013; Radeloff et al. 2018; Syphard et al. 2019). SC RTC should not be approving an RTP/SCS that will streamline or induce unsustainable sprawl in high fire-prone areas and burden future generations of California with the costs of defending and recovering even more cities from dangerous blazes.

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According to Captain Michael Feyh of the Sacramento Fire Department, California no longer has a fire season (Simon 2018); wildfires in California are now year-round because of increased human ignitions in fire-prone areas. Emergency calls to fire departments have tripled since the 1980s (Gutierrez and Cassidy 2018), and firefighters (and equipment) are being spread thin throughout the state. Firefighters often work 24- to 36-hour shifts for extended periods of time (often weeks at a time), and they are being kept away from their homes and families for more and more days out of the year (Bransford et al. 2018; Del Real and Kang 2018; Gutierrez 2018; Simon 2018; Ashton et al. 2018). In addition, the firefighting force often must rely on volunteers to battle fires year-round.

The extended fire season is taking a toll on the physical, mental, and emotional health of firefighters, as well as the emotional health of their families (Del Real and Kang 2018; Simon 2018; Ashton et al. 2018). The physical and mental fatigue of endlessly fighting fires and experiencing trauma can lead to exhaustion, which can cause mistakes in life-or-death situations while on duty, and the constant worry and aftermath that family members endure when their loved ones are away working in life-threatening conditions can be harrowing (Ashton et al. 2018). According to psychologist Dr. Nancy Bohl-Penrod, the strain of fighting fires without having sufficient breaks can impact firefighters' interactions with their families, their emotions, and their personalities (Bransford et al. 2018). There have also been reports that suicide rates and substance abuse have been increasing among firefighters (Simon 2018; Greene 2018). This is not sustainable.

The EIR must adequately assess and mitigate the impacts to fire protection services. Placing an additional development in fire-prone areas will further burden already strained people and resources. Funding is already lacking for the increasing costs of fire suppression and property damage from wildfires in California; costs were over \$30 billion from 2010 to 2017, and the destruction from 2018's Camp Fire and Woolsey Fire will likely cost additional billions of dollars. And the draft RTP/SCS does not appear to provide a mechanism for developers to reimburse Cal Fire for the many millions (or billions) of dollars Cal Fire will likely expend when—not if—Central Coast and Southern California communities need to be defended from natural or human-caused wildfires in the vicinity. If costs are not sufficiently covered by the developers, California and federal residents end up paying in the form of fire insurance premiums and taxes that support Cal Fire and federal government subsidies and grants for homes in high risk areas. And these costs do not include other indirect/hidden costs associated with wildfires, such as the costs of doctors' appointments, medication, sick days taken from places of work, funerals, etc. As the costs of housing in California continues to increase, these costs will also continue to rise. Given the current lack of funding and shortage of firefighting personnel, any development in high fire-prone areas should be required to provide adequate funding and resources for firefighting operations and safety measures.

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E. The FEIR Fails to Provide Adequate Fire Safety Measures to Effectively Mitigate Wildfire Impacts.

While the DEIR does provide WF-1 to mitigate the RTP/SCS's wildfire impacts (DEIR at ES-49), this measure does not constitute "all feasible mitigation measures," as required by CEQA. *First and foremost*, the primary policy to minimize impacts to wildfire risk should be to avoid placing human infrastructure in high fire-prone areas, yet this does not appear to be included in the mitigation measures (or the draft RTP/SCS). *Second*, developers should be required to go above and beyond current state and federal standards and building codes to further minimize wildfire risk. While enforceable defensible space regulations are a laudable goal, recommending that developers follow the law and build to code is insufficient. Although defensible space immediately adjacent to structures and ember-resistant vents and roofing may help make homes *fire-resistant*, even the best mitigation cannot make a development *fire-proof*. According to an analysis conducted in the aftermath of the Camp Fire, while 51% of homes built

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to code survived the blaze, the remaining 49% did not (Kasler and Reese 2019). In addition, homes can add fuel to fires, and fire safety is not guaranteed.

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There are other mitigation measures that should be implemented to minimize wildfire impacts sprawl development in high fire-prone areas. For example, external sprinklers with an independent water source would reduce flammability of structures (California Chaparral Institute 2018). Although external sprinklers are not required by law, water-protected structures are much less likely to burn compared to dry structures, yet the DEIR does not provide this in the recommended project level mitigation measures. The DEIR should require external sprinkler systems for any new development in wildfire zones. In addition, local solar power paired with batteries could reduce power flow (and therefore reduce extreme temperatures) in electricity lines, which would reduce the need for power outages during extreme weather conditions and provide power for communities when outages are necessary (Lee 2019). Michael Wara argues that solar power and batteries for homes and “microgrids” linking business districts would help make communities in high fire risk areas safer because it would provide backup power for medical devices, refrigerators, and the internet to run while allowing the main power grid to get shut down (Wara 2018).

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Public safety threats are often exacerbated by infrastructure unable to accommodate the consequences of more human-caused fires at the wildland urban interface. Thus, it is imperative that adequate safety plans for residents and construction/maintenance workers that reflect real-world experience associated with wildfires in California are in place prior to an emergency. Notification systems may not function as expected during an emergency, and evacuation routes can get clogged with traffic quickly, endangering the lives of those trying to evacuate. In addition, the combination of smoke obscuring roads and signage, trees collapsing or being flung into roadways by the wind, and the emotional state of those fleeing for their lives can lead to deadly collisions and roadblocks. And survivors are left to cope with the death of loved ones, physical injuries, and emotional trauma from the chaos that wildfires have inflicted on their communities. These issues are heartbreakingly depicted in an article published in the Sacramento Bee on Oct 22, 2017 (Lundstrom et al. 2017).

It is important to note that even if an adequate evacuation plan is in place, in natural areas with high fire threat where fires have historically burned, a public safety or evacuation plan may not be enough to safeguard people and homes from fires. Having warning systems and evacuation routes in place is important for fire preparedness and fire safety, but these are not guaranteed to function when a fire occurs. And wildfires may ignite with little or no notice, and, as mentioned previously, in severe weather conditions, wind-driven fires can spread quickly—they can cover 10,000 hectares in one to two days as embers are blown ahead of the fires and towards adjacent fuels (e.g., flammable vegetation, structures) (Syphard et al. 2011). This occurred in the Camp Fire in Butte County, which spread at a rate of 80 hectares a minute (about one football field per second) at its fastest, and in its first 14 hours burned over 8,000 hectares (Sabalow et al. 2018). In these types of emergencies warning systems can be slow and ineffective at reaching all residents in harm’s way, and planned evacuation routes may not be sufficient. These issues were observed during the Camp Fire, which led to at least 85 deaths and 13,000 burned homes (Sabalow et al. 2018), as well as in last year’s Tubbs Fire in Sonoma County and Thomas Fire in Santa Cruz County and Ventura County, which led to more than 40

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deaths and almost \$12 billion in property damage (Lundstrom et al. 2017; St. John 2017). The EIR must fully disclose the danger of fast-moving wildfires and mitigate the resulting impacts.

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IV. Conclusion

Thank you for the opportunity to submit comments on the DEIR for the RTP/SCS. We look forward to working with SC RTC to foster land use policy and growth patterns that promote wildlife movement and habitat connectivity and facilitate public health and safety. We again ask to meet with SC RTP staff or appropriate Board members to advance these recommendations. Please do not hesitate to contact the Center with any questions at the email addresses listed below.

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Sincerely,



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(provided on via OneDrive link)

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4.35

Letter 4

COMMENTER: Elizabeth Reid-Wainscoat, Campaigner, Center for Biological Diversity

DATE: January 31, 2022

Response 4.1

The commenter indicates that their letter is submitted on behalf of the Center for Biological Diversity (Center) and requests that Santa Cruz County Regional Transportation Commission (SCCRTC) ensure that the Draft EIR fully considers and mitigates the impacts of the RTP/SCS on mountain lions, wildlife connectivity, and wildfire. The commenter requests the SCCRTC staff and the Board of Supervisors implement recommendations in the comment letter. Additionally, the commenter requests a meeting with appropriate staff to discuss how their suggested recommendations can be implemented.

The commenter's specific comments regarding mountain lions, wildlife connectivity, and wildfire, as well as the commenter's suggested recommendations to the Draft EIR are discussed and responded to in Response 4.2 through Response 4.34 below. The commenter's request for a meeting with staff to discuss these recommendations has been noted.

Response 4.2

As a preliminary matter, please note that comments were directed to SCCRTC, but were submitted to AMBAG. As lead agency, AMBAG provides the following responses.

The commenter states that the Draft EIR does not adequately analyze or mitigate impacts of the RTP/SCS on mountain lions in Santa Cruz County, which are part of the "Central Coast North" population of mountain lions and are provisionally listed under CESA. The commenter faults the Draft EIR for not discussing mountain lions and compliance with CESA, such as: (1) requirements related to design for safe passage of mountain lions, (2) mitigation measures that reduce or eliminate mountain lion conflict, (3) lighting direction away from open space, (4) limiting noise, (5) domestic animals, and (6) measures that reduce the risk of wildfire ignitions and/or spread should be required. The commenter states that impairment of connectivity or destruction of mountain lion habitat has the potential to significantly impact the Central Coast North mountain lions, and specifically cites genetic isolation as the primary threat to the species' long-term survival. The commenter states that the omission of the discussion of impacts on mountain lions is inconsistent with the SCCRTC's obligations under CEQA and CESA. The commenter provides background information regarding scientific evidence of the threats to the mountain lion population. The commenter states the RTP/SCS will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate mitigation for mountain lion specific wildlife connectivity, which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement corridors. Because mountain lions are a candidate species under CESA, the commenter requests that the Draft EIR be revised and recirculated to evaluate and fully mitigate potential impacts on the mountain lion population in compliance with CESA and CEQA.

The commenter is accurate in stating that mountain lions are provisionally listed under CESA. CDFW is in the process of completing a status review of mountain lions located in Southern California and along the central coast of California. Upon completion, CDFW will make its recommendation on listing to the Fish and Game Commission. Under CESA, species classified as a candidate species are afforded the same protection as listed species. As a result, mountain lions within the AMBAG region, are CESA-protected during the review period.

Section 4.4, *Biological Resources*, of the Draft EIR includes a discussion of special-status species known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz Counties. On pages 4.4-16 and 4.4-17 of the Draft EIR, it states the following:

“For the purpose of this EIR, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act; those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as ‘Species of Special Concern,’ ‘Fully Protected,’ or ‘Watch List’ by the CDFW.”

Accordingly, mountain lions would be included within this scope under “species proposed for listing.” Due to the programmatic nature and the large geographic scope of the Draft EIR, Section 4.4, *Biological Resources*, does not describe every species with potential to occur. Instead, the Draft EIR refers to Appendix D and then broadly analyzes special status species. However, mountain lions were inadvertently omitted from the Draft EIR’s Appendix D, which lists special status species. For clarity purposes, the following revisions have been made to page D-26 in Appendix D of the Draft EIR to include mountain lions within the analysis:

<u>Puma concolor</u>	<u>None/None</u>	<u>Found across California, often in areas where deer are</u>
<u>Mountain lion</u>	<u>Provisionally listed</u>	<u>present. Prime habitat includes foothills and mountains.</u>

Impacts to special-status animal species are analyzed under Impact BIO-1 in Section 4.4, *Biological Resources*, of the Draft EIR (pages 4.4-32 through 4.4-40). As stated therein, because of the programmatic nature of the 2045 MTP/SCS, a precise, project level analysis of the specific impacts of individual transportation and land use projects on special-status species is not possible. (Please see Response 6.35 regarding applicability of a program EIR). As future projects envisioned in the 2045 MTP/SCS are planned and designed, site specific environmental review will be conducted by the agencies responsible for implementing such projects. Nevertheless, some special-status species would experience substantial adverse effects affected at the locations where projects under the 2045 MTP/SCS would occur, and significant impacts would therefore occur. This impact discussion is relevant for all special-status species known to occur or have the potential to occur within Monterey, San Benito, and Santa Cruz Counties, including mountain lion.

Mitigation Measure BIO-1(a) states that if the project would have the potential to impact biological resources, prior to construction the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources (page 4.4-34

of the Draft EIR). In addition, Mitigation Measure BIO-1(g) provides avoidance and minimization guidance for non-listed special-status animals (page 4.4-38 of the Draft EIR). These measures apply to the mountain lion. Due to the programmatic nature of the EIR, individual mitigation measures were not presented and are not necessary for each special status species such as the mountain lion; these would be determined during project-specific CEQA reviews of transportation and land use projects implementing the proposed 2045 MTP/SCS.

The commenter's suggestion to include mitigation measures that reduce conflicts with mountain lions, including measures to reduce noise conflicts, light pollution conflicts, and conflicts with domestic animals, are closely correlated with circumstances of specific projects, such as the type of lighting proposed for a project or the project location in proximity to mountain lion habitat. Additionally, the Draft EIR already contains mitigation measures to reduce light pollution, such as Mitigation Measures AES-3(a) and AES-3(b) on pages 4.1-17 and 4.1-18. Also, Mitigation Measure BIO-3(a) on page 4.4-47 requires future projects envisioned in the 2045 MTP/SCS to incorporate a design feature for project lighting to be minimally disruptive to wildlife. These mitigation measures were intended to reduce lighting impacts of all projects in the 2045 MTP/SCS, including those that could be within mountain lion habitat. Therefore, revising the Draft EIR to include new or additional mitigation measures to reduce light impacts specifically within mountain lion habitat is unnecessary because the Draft EIR already includes mitigation measures that are designed to achieve this.

Similarly, the Draft EIR contains Mitigation Measures N-1 on page 4.12-15, which would reduce excessive noise. Mitigation Measure N-1 was designed to reduce noise impacts in the context of human perception, which would also be applicable to some wildlife species, but not necessarily all wildlife species because some species are more sensitive to noise than others. Accordingly, to further reduce potential noise disturbance on wildlife, Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR has been revised as follows:

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).
- Vegetative buffers, consisting of California native plant and tree species, shall be installed where feasible to provide a natural noise barrier between roadway projects and sensitive wildlife habitat, including movement corridors. The buffer shall be maintained in perpetuity to ensure noise levels from the roadway are minimized within adjacent sensitive habitat.

This revision to the Draft EIR does not present a new significant impact, but instead clarifies and amplifies an existing mitigation measure in the Draft EIR. Therefore, the revision to Mitigation Measure BIO-3(a), above, does not trigger recirculation of the Draft EIR.

Regarding domesticated animal conflicts, AMBAG and the RTPAs are unable to control whether domesticated animals are permissible in areas or on property they do not own.

Animal husbandry and domestication is generally regulated through local zoning codes and ordinances, which AMBAG does not control or administer.

It is unnecessary to incorporate into the Draft EIR the commenter's recommendation for mitigation measures that reduce the risk of wildfire ignitions and/or spread within mountain lion habitat. Incorporation of such a measure is unnecessary because the Draft EIR already contains mitigation measures to reduce the potential for wildfires and reduce the magnitude of wildfires, including their spread. Specifically, Mitigation Measure W-1 on pages 4.17-17 and 4.17-18 of the Draft EIR includes a range of requirements to reduce the potential for wildfire in areas of the Monterey Bay region most susceptible to wildfires, as mapped by CalFire. Although Mitigation Measure W-1 was developed for an impact determination specific to wildfire (Impact W-1), the measure would reduce the impacts for wildfires within mountain lion habitat. Therefore, revising the Draft EIR to include new or additional mitigation measures to reduce wildfire impacts specifically within mountain lion habitat is unnecessary because the Draft EIR already includes a mitigation measure that is designed to achieve this.

In addition, the commenter also raises concerns about genetic isolation due to habitat fragmentation. Genetic isolation, as described in the letter, is "due to lack of connectivity caused by continuous development" in regard to movement needs. Pages 4.4-22 and 4.4-23 of the Draft EIR include a discussion on wildlife movement corridors and discuss that the CDFW *Biogeographic Information and Observation System* (BIOS; CDFW 2021b) mapped three essential connectivity areas (ECAs) within Monterey, San Benito, and Santa Cruz Counties. The ECAs are not regulatory delineations but have been identified by the California Essential Habitat Connectivity Project as lands likely important to wildlife movement between large, mostly natural areas at the statewide level. ECAs were mapped on a statewide level and should be considered areas identified at a coarse scale that can inform land planning efforts; however, ECAs do not include more detailed linkage designs developed at a finer resolution based on the needs of specific species and ecological processes.

The Draft EIR also identifies fourteen additional important movement corridors and states, "These areas are identified as important movement corridors for species such as San Joaquin kit fox, steelhead, riparian birds, and other small carnivores." However, the discussion does not directly call out mountain lions. Therefore, page 4.4-23 of the Draft EIR has been revised as follows:

These areas are identified as important movement corridors for species such as San Joaquin kit fox, mountain lion, steelhead, riparian birds, and other small carnivores.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify that mountain lions were included in the analysis of the Draft EIR, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.3

The commenter expresses that the Draft EIR must analyze and mitigate impacts of the RTP/SCS on wildlife movement and habitat connectivity. The commenter discusses the relationship between development and habitat loss and fragmentation, and the effects of barriers to wildlife movement.

The Draft EIR describes wildlife movement and habitat connectivity on page 4.4-22. Impacts to wildlife movement are discussed under Impact BIO-3 (page 4.4-45 of the Draft EIR). Therein, the analysis determines that several transportation projects in the 2045 MTP/SCS may overlap with areas of mapped ECAs or other locally important wildlife movement corridors including rivers and watercourses within the region. To mitigate impacts, the Draft EIR includes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. However, it cannot be guaranteed that movement of terrestrial species, such as mountain lions, will not be impeded at the regional scale due to the large scale of the 2045 MTP/SCS. No additional feasible mitigation measures are available to reduce impacts on wildlife movement. Therefore, impacts would remain significant and unavoidable. The commenter does not propose additional mitigation for the specific issue of transportation projects creating barriers to wildlife movement. The commenter does suggest mitigation measures to reduce adverse impacts of light and noise on wildlife in comment 4.2, above, but not mitigation for roadways creating barriers to wildlife movement. Please see Response 4.2 and 4.16 for responses pertaining to recommended mitigation for light and noise impacts on wildlife.

Because impacts to wildlife movement were addressed in the Draft EIR and because the commenter does not propose specific modifications or additions to this analysis, no further response is required.

Response 4.4

The commenter requests that the Draft EIR consider corridor redundancy (i.e., the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience, as they increase the probability of movement across landscapes, provide more habitat for low mobility. The commenter states corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. The commenter discusses studies that demonstrate climate change's negative effects on species and ecosystems.

Corridor redundancy, as described in the letter, is "the availability of alternative pathways for movement" which increases the probability of movement across landscapes by a wider variety of species and provide more habitat. The Draft EIR discusses wildlife corridors within Section 4.4, *Biological Resources*. Therein, it defines these corridors "as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations" (page 4.4-22 of the Draft EIR). The commenter is correct in noting that the Draft EIR does not specifically discuss the concept of corridor redundancy. In response, the second to last paragraph on page 4.4-22 of the Draft EIR has been revised as follows:

A group of habitat linkages in an area can form a wildlife corridor network. A wildlife corridor network can often result in a corridor redundancy which allows for the availability of alternative pathways for movement. A redundant network may increase dispersal opportunities in the event that one or more of the corridors are blocked, severed, or made temporally dysfunctional by disturbance such as fire, drought, or insect outbreaks.

Appendix G of the CEQA Guidelines requires the assessment of would the project: “Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.” As described in response 4.3, impacts to wildlife movement were addressed under Impact BIO-3 (page 4.4-45 of the Draft EIR). That analysis determined that implementation of transportation improvements and the land use scenario envisioned by the 2045 MTP/SCS would substantially interfere with wildlife movement. To mitigate this impact, the Draft EIR proposes Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. Compliance with Mitigation Measures BIO-3(a) through BIO-3(c) would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2045 MTP/SCS. No additional feasible mitigation measures were identified to reduce impacts on wildlife movement.

No additional edits to the Draft EIR are required in response to this comment. These revisions clarify the role of corridor redundancy, and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA Guidelines Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.5

The commenter states that the Draft EIR must analyze the RTP/SCS’s potential impacts to riparian corridors, and provides a general description of the importance of riparian ecosystems as biodiverse hotspots and historical losses of riparian habitat in the state. The commenter discusses CalFire data regarding riparian habitat loss, literature review regarding the size of recommended buffers, and states that it is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes the ability to adapt to climate change.

The Draft EIR discusses riparian habitats and corridors within Section 4.4, *Biological Resources*. Pages 4.4-10 through 4.4-15 include discussions of various types of riparian habitats within the AMBAG region. As discussed above in Response 4.3, the Draft EIR also provides a summary of wildlife movement corridors which includes riparian corridors within the mountainous regions of Monterey, San Benito, and Santa Cruz Counties (page 4.4-23 of the Draft EIR).

In addition, Impacts BIO-2 and BIO-3 of the Draft EIR consider impacts to riparian habitats, wetlands, and wildlife corridors. As noted therein, some transportation projects, such as

construction of bridges over rivers and creeks or multiuse trails, would have potential to impact riparian corridors (page 4.4-41 of the Draft EIR). Impact BIO-2 determines that “Construction of the proposed facilities could have both direct impacts associated with the disturbance of riparian flora and fauna and indirect impacts caused by increased erosion and sedimentation, which can adversely affect downstream water quality” (page 4.4-41 of the Draft EIR). Additionally, Impact BIO-3 determines that “...proposed bridge, trail and bikeway and new road construction projects could increase human activity (and domestic animals) in the vicinity of riparian areas, wildlife nurseries or corridors and potentially sensitive habitats. Increased noise and human presence during construction, as well as increased trash which may attract predators to the project site and discourage wildlife use of surrounding natural habitat.” (page 4.4-46 of the Draft EIR). The Draft EIR, therefore, identified impacts to riparian habitats and corridors (Impact BIO-2 and BIO-3) as significant impacts.

Accordingly, Mitigation Measures BIO-2(a) through BIO-2(f) and BIO-3(a) through BIO-3(c) were proposed to mitigate these impacts. However, it cannot be guaranteed that all future project level impacts can be mitigated to a less than significant level for all sensitive habitats and wildlife corridors. As such, impacts would remain significant and unavoidable.

Although the commenter provides general statements about riparian ecosystems and the threat of habitat fragmentation, they neither raise specific concerns with the Draft EIR analysis of riparian ecosystems or wildlife movement corridors, nor recommend additional mitigation for these issues. Therefore, no further response is required.

Response 4.6

The commenter expresses that the SCCRTC should avoid further habitat fragmentation and degradation of existing, intact, heterogeneous habitats through clear and enforceable wildlife connectivity mitigation measures, specifically citing measures related to roads, and detailed mitigation for target species. The commenter encourages the involvement of wildlife connectivity experts from CDFW and other agencies, organizations, academic institutions, communities, and local groups during the initial planning stages of projects so that habitat connectivity can be strategically integrated into project design and considered in the project budget.

As discussed within Response 4.4 and Response 4.6, above, habitat connectivity and riparian impacts were analyzed and mitigated in the Draft EIR. The Draft EIR contains mitigation measures to reduce impacts to habitat connectivity and riparian habitat, such as Mitigation Measure BIO-2(b) on page 4.4-42, which requires restoration of riparian habitat impacted by projects, and Mitigation Measures BIO-3(a) and BIO-3(b) on pages 4.4-46 and 4.4-47. These mitigation measures require wildlife connectivity to be considered in the design of projects, especially linear projects involving fences or other barriers to movements, and also include requirements to limit impacts from lighting (see Response 4.7). The commenter does not provide specific critiques against the proposed mitigation and while it mentions mitigation measures related to roads and for target species, the commenter does not provide specific recommendations to elaborate on those mitigation measures. Therefore, no further response to this comment is warranted.

Furthermore, specific impacts of individual projects will be determined by the lead agency through project specific environmental review, including impacts to the movement of wildlife species through established wildlife corridors. Project specific environmental review pursuant to CEQA could result in preparation of an Initial Study-Negative Declaration, Initial Study-Mitigated Negative Declaration, or Environmental Impact Report, depending on project-specific impacts and effectiveness of mitigation for those impacts. Each of these CEQA documents requires circulation for public and agency comment pursuant to CEQA, at which time CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design and mitigation measures of specific projects. Additionally, projects exempt from CEQA or otherwise not requiring a public review and comment period would still typically go before a decision-making body for consideration of approval at a public hearing. CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design of projects at these hearings, at which time the decision-making body could revise project design or incorporate changes as conditions of approval.

Response 4.7

The commenter states that the RTP/SCS should require road and highway projects to include adequate wildlife crossing infrastructure to reduce impacts to mountain lions and other species.

On page 4.4-46 of the Draft EIR, Mitigation Measure BIO-3(a) proposes that the implementing agency shall implement the recommended wildlife connectivity measures. Within the measure, wildlife crossing infrastructure is specifically cited, stating that if fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate.

Specifically, Mitigation Measure BIO-3(a) requires that projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Where fencing or other project components is required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features such as:

- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
- A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled;
- If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level;
- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as

overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; and

- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).

As acknowledged throughout the Draft EIR, project specific environmental documents may adjust these mitigation measures as necessary to respond to site specific conditions. Where appropriate, project specific mitigation may include a requirement for wildlife crossing infrastructure.

Response 4.8

The commenter acknowledges that different species have different species behaviors and wildlife crossing needs, citing smaller species with poor dispersal abilities, larger wide-ranging species, and amphibian and reptile species. The commenter advises that multiple crossings designed for different target species may be required and in-depth analyses that include on-the-ground movement studies of which species are moving, their home range area, habitat use, and patterns of movement are required to determine how to best implement wildlife crossings.

As noted above in response to comment 4.7, Mitigation Measure BIO-3(a) requires implementation of wildlife connectivity measures, which may include wildlife crossing infrastructure. Detailed, project-specific analysis of species crossings in specific project areas is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Due to the programmatic nature of the EIR, the need for multiple crossings designed for different target species would be determined during project-specific CEQA reviews of transportation and land use projects implementing the proposed 2022 MTP/SCS. (See Response 6.35 regarding applicability of a program EIR). In accordance with Mitigation Measure BIO-3(a), the project specific environmental review would determine whether multiple crossings designed for different target species would be required, as appropriate, given the specific project design features and impacts.

Response 4.9

The commenter requests that mitigation related to wildlife crossings should include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented, also in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. The commenter further provides a number of specific considerations for the design parameters of fencing and crossings, including: wildlife responsive design, sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and well-maintained on both sides of the crossing for animals to use them.

The commenter's suggestion to construct wildlife crossing with wildlife-responsive designs is addressed within Mitigation Measure BIO-3(a), which includes details regarding long segments of fencing and lighting designs, as well as stating that wildlife crossing structures shall be incorporated into the project design as appropriate (page 4.4-46 of the Draft EIR). Furthermore, as discussed above in Response 4.8 and described in detail in Response 6.35, detailed, project-specific analysis of species crossings in specific project areas is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Therefore, it is not possible at this time to develop project-specific mitigation using recommendations provided by the commenter, such as designing the wildlife crossings to minimize light and sound near the crossing openings, as these are project-specific conditions. However, as discussed in Response 4.2, Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR is revised to include requirements for vegetative noise buffers for projects in sensitive wildlife habitat, including movement corridors. The Draft EIR does not include mitigation requiring acquisition of land at wildlife crossings because the feasibility and effectiveness of such a mitigation measure can only be assessed once specific projects are designed. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. The project specific environmental review would include studies to determine if acquiring unprotected land for wildlife crossing would be required, as appropriate given the specific project design features and impacts. Project specific environmental review pursuant to CEQA could result in preparation of an Initial Study-Negative Declaration, Initial Study-Mitigated Negative Declaration, or Environmental Impact Report, depending on project-specific impacts and effectiveness of mitigation for those impacts. Each of these CEQA documents requires circulation for public and agency comment pursuant to CEQA, at which time CDFW and other agencies, organizations, academic institutions, communities, and local groups would have opportunities to comment on the design and mitigation measures of specific projects. Many specific projects are not currently defined to the level that consultation with local conservation organizations and stakeholders would be beneficial or meaningful at this time.

Response 4.10

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency to consult with applicable counties, cities, Tribes, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.

Mitigation which would require a lead agency to consult with applicable counties, cities, Tribes, and other local organizations would not itself reduce a significant impact. Discourse among agencies, Tribes, and local organizations, would not translate to a reduction in project impacts.

The commenter's suggestion is noted; however, no revisions to the Draft EIR are implemented in response to this comment, as the suggested mitigation measure would not necessarily mitigate significant impacts.

Response 4.11

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency and/or project applicant to design projects to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.

Please see Response 4.3 above. As noted therein, the Draft EIR does include mitigation for wildlife movement and connectivity. It is unclear how the commenter's suggested mitigation would be different from what is already required.

Response 4.12

The commenter suggests an additional mitigation measure for inclusion in the EIR for implementing projects to be considered "consistent" with the 2045 RTP/SCS or receive funding from SC RTP, which requires the lead agency to conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.

This comment is similar to comment 4.8. Please refer to Response 4.8.

Response 4.13

The commenter suggests an additional mitigation measure for long linear projects with the possibility of impacting wildlife movement (e.g., road expansion), which requires the lead agency to analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce the function of recognized movement corridors.

The Draft EIR identifies the potential for long, linear projects such as the expansion of existing roadways as an impact to wildlife movement (page 4.4-45 of the Draft EIR). To mitigate this, the Draft EIR includes Mitigation Measure BIO-3(a) which contains details regarding long, linear segments of fencing (page 4.4-46 of the Draft EIR). Similar linear projects would fall under this mitigation as well.

Furthermore, as discussed above in Response 4.8, detailed, project-specific analysis of linear projects is not provided or warranted at this stage. As a program EIR, the Draft EIR does not analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. The project specific environmental review would include studies to determine if long linear projects would impact wildlife movement, as appropriate given the specific project design features and impacts.

Response 4.14

The commenter suggests an additional mitigation measure which states that the lead agency must require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.

The Draft EIR does include mitigation to review habitat connectivity through Mitigation Measure BIO-1(a) which states that on a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources (page 4.4-34). If the project would have the potential to impact biological resources, prior to construction, the implementing agency shall retain a qualified biologist to conduct a biological resources assessment (BRA) to document the existing biological resources and to determine the potential impacts to those resources.

Through this mitigation, review of construction drawings and habitat connectivity mapping would be conducted by a qualified biologist to determine impacts on habitat connectivity and movement are in proximity to the proposed project site. Thus, the commenter's suggested mitigation is essentially already included in the Draft EIR.

Response 4.15

The commenter suggests an additional mitigation measure which states that for projects with impacts to habitat linkages or corridors, the lead agency shall ensure adequate preservation and mitigation of habitat linkages and corridors (e.g., through mitigation banking or purchasing, maintain or restoring offsite habitat).

The Draft EIR does include endangered/threatened species avoidance and compensatory mitigation through Mitigation Measure BIO-1(e), which states that if occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or provide compensatory mitigation to offset impacts to federal and/or state listed species habitat. Furthermore, Mitigation Measure BIO-1(e) states that compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special-status plant species and sensitive community restoration where applicable. Thus, the commenter's suggested mitigation is essentially already included in the Draft EIR as it relates to special-status species.

As discussed in Response 4.7, Mitigation Measure BIO-3(a) requires that projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife, regardless of whether the wildlife is designated as a special-status species or not. Where fencing or other project components are required for public safety concerns, these project components shall be designed to permit wildlife movement by incorporating design features. As acknowledged throughout the Draft EIR, project specific environmental documents may

adjust these mitigation measures as necessary to respond to site specific conditions. Where appropriate, project specific mitigation may include a requirement for preservation of wildlife movement corridors or purchase and/or restoration of off-site habitat. It is not appropriate to include a mitigation measure in the Draft EIR requiring preservation of movement corridors because projects within corridors have not been designed at this stage, and it is unknown if the projects would have significant impacts requiring such a mitigation measure. Additionally, purchasing and restoring off-site habitat may not be effective at reducing wildlife movement corridor impacts because the impacted corridor could be critical to movement, in which case improvement of habitat elsewhere would not reduce the impact.

Response 4.16

The commenter suggests an additional mitigation measure which requires the lead agency to design projects to include multiple connections between habitat patches.

This comment is similar to comment 4.4. Please see Response 4.4 above. This response includes a discussion on wildlife movement corridors and Mitigation Measures BIO-3(a) through BIO-3(c), which incorporate project design for wildlife connectivity and construction best management practices. In response to this comment, the fourth bullet point under Mitigation Measure BIO-3(a) on page 4.4-47 of the Draft EIR has been revised to include the following language:

- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures such as overpasses, underpasses, culverts, etc., shall be incorporated into the project design as appropriate; and...

No additional edits to the Draft EIR are required in response to this comment. These revisions simply provide examples of wildlife crossing structures and do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.17

The commenter suggests an additional mitigation measure which requires the lead agency to install overpasses, underpasses, or culverts as appropriate to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.

In cases where a project may interrupt wildlife connectivity, the Draft EIR includes mitigation to incorporate wildlife crossing structures. Mitigation Measure BIO-3(a) states that “if fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate” (page 4.4-47). As discussed above in Response 4.16, Mitigation Measure BIO-3(a) in the Draft EIR has been revised to represent that these structures may include, but are not limited to overpasses, underpasses, or culverts. If overpasses, underpasses, culverts, or

other similar infrastructure exists within a project site and is suitable for reuse or retrofit for wildlife crossings, Mitigation Measure BIO-3(a) does not preclude the reuse or retrofit of overpasses, underpasses, culverts, or other similar infrastructure exists within a project site and is suitable for wildlife crossings.

Response 4.18

The commenter suggests an additional mitigation measure which requires the lead agency to install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.

The Draft EIR includes mitigation to incorporate wildlife connectivity design through fencing. Mitigation Measure BIO-3(a) includes several recommendations for wildlife movement design features (page 4.4-34). Please see Response 4.7 above. These include minimum clearance between the ground and the top and bottom of fencing, openings along privacy fencing, and opting for chain link instead of wire fencing to prevent animal entanglement.

Response 4.19

The commenter suggests an additional mitigation measure when avoidance of impacts is determined by the lead agency to be infeasible. This includes coordination with local agencies and the regulatory agency (i.e., United States Fish and Wildlife Service and/or CDFW) and in accordance with the respective county and city general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, where applicable: wildlife movement buffer zones, appropriately spaced breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, other comparable measures.

The Draft EIR includes Mitigation Measure BIO-1(a), which states that on a project-by-project basis, a preliminary biological resource screening shall, or can and should, be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources (page 4.4-34). Through this mitigation measure, review of the individual project and site-specific existing conditions will be performed by a qualified biologist to determine if individual projects will result in significant impacts to biological resources. See Responses 4.3 through 4.18, which, the adequacy of the EIR's programmatic approach to wildlife corridors.

Pursuant to CEQA Guidelines Section 15126.4, project specific EIRs shall describe feasible measures which could minimize significant adverse impacts, which could (but is not required to) include coordination with local agencies and regulatory agencies. Appropriate measures that adequately mitigate project specific impacts would be determined during project specific environmental review. These may include wildlife movement buffer zones, appropriately spaced breaks in center barriers, culverts, construction of wildlife crossings such as freeway under- or overpasses, or other comparable measures, as suggested by the commenter.

Because of the programmatic nature of the Draft EIR, such project specific analysis and mitigation is not required.

Response 4.20

The commenter suggests an additional mitigation measure which requires the lead agency to implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.

The Draft EIR includes Mitigation Measure N-3 in Section 4.12, *Noise*, which includes the completion of a detailed noise assessment which includes, if warranted, recommendations for mitigating noise impacts. Noise mitigation recommendations may include setbacks, sound attenuating building design, and the use of sound barriers such as earthen berms sound walls, or some combination of the two.

In addition, the Draft EIR includes Mitigation Measures AES-3(a) and AES-3(b) in Section 4.1, *Aesthetics and Visual Resources*, which contain standards for roadway lighting and lighting design measures (pages 4.1-17 through 4.1-19 of the Draft EIR). Mitigation Measure AES-3(a) includes minimizing roadway lighting to the extent possible including through the use the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. Mitigation Measure AES-3(b) contains lighting design measures such as directing lighting away from habitat and open space, down casting lighting, utilizing non-glare finishes, and minimizing spillover lighting into undeveloped open spaces.

Also, Mitigation Measure BIO-3(a) includes a project design feature requiring the design of project lighting to be minimally disruptive to wildlife. Additionally, as described in Response 4.2, Mitigation Measure BIO-3(a) has been revised to require a vegetative noise barrier between transportation projects and sensitive wildlife habitat, including movement corridors.

Furthermore, project-specific analysis of berm and lighting is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could (but is not required to) include coordination with local agencies and regulatory agencies. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review. Because of the programmatic nature of the Draft EIR, such project specific analysis and development of specific mitigation measures are not required.

Response 4.21

The commenter suggests an additional mitigation measure which requires the lead agency to reduce lighting impacts on sensitive species through implementation of specific lighting design features, which include: (1) use of high pressure sodium and/or cut-off fixtures instead

of typical mercury vapor fixtures for outdoor lighting; (2) design exterior lighting to confine illumination to the project site; (3) provide structural and/or vegetative screening from light-sensitive uses; (4) use of non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces; (5) architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties; and (6) minimize lighting at night.

The Draft EIR includes Mitigation Measures AES-3(a), AES-3(b), and AES-3(c) in Section 4.1, *Aesthetics and Visual Resources*, which contain standards for roadway lighting, lighting design measures, and glare reduction strategies (pages 4.1-17 through 4.1-19 of the Draft EIR). Mitigation Measure AES-3(a) includes minimizing roadway lighting through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project. Mitigation Measure AES-3(b) contains lighting design measures such as directing lighting away from habitat and open space, down casting lighting, utilizing non-glare finishes, and minimizing spillover lighting into undeveloped open spaces. Mitigation Measure AES-3(c) contains glare reduction measures which include limiting the use of reflective materials and using non-reflective materials, using low reflective glass, and utilizing landscaping to minimize glare-related impacts. Also, Mitigation Measure BIO-3(a) includes a project design feature requiring the design of project lighting to be minimally disruptive to wildlife.

Regarding the commenter's other suggested mitigation measures, project-specific analysis of lighting mitigation is not warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could include (but are not required to include) the specific lighting measures recommended by the commenter. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review.

Response 4.22

The commenter suggests an additional mitigation measure requiring the lead agency to reduce noise impacts to sensitive species through to the use of noise barriers and specific construction best practices and/or project design features, which specifically includes: (1) Install temporary noise barriers during construction; (2) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses; (3) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded; (4) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically

powered tools; (5) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned; (6) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction; and (7) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.

The Draft EIR includes Mitigation Measure N-1 in Section 4.12, *Noise*, which includes various construction noise reduction strategies. As stated on page 4.12-15 and 4.12-16 of the Draft EIR, these include properly maintained construction equipment, the use of the best available noise and vibration control techniques, and hydraulically or electrically powered impact equipment. In addition, the Draft EIR contains Mitigation Measure N-3, which includes the completion of a detailed noise assessment which includes, if warranted, recommendations for mitigating noise impacts. Noise mitigation recommendations may include setbacks, sound attenuating building design, and the use of sound barriers such as earthen berms sound walls, or some combination of the two. These mitigation measures were designed to reduce impacts of noise on human receptors but would also simultaneously reduce noise levels in wildlife habitat near specific projects. Additionally, as described in Response 4.2, Mitigation Measure BIO-3(a) has been revised to require a vegetative noise barrier between transportation projects and sensitive wildlife habitat, including movement corridors.

Regarding the commenter’s other suggested mitigation measures, project-specific analysis of noise impacts is not provided or warranted at this stage. As a program EIR, the Draft EIR is not required to analyze site specific impacts of individual projects. Many specific projects are not currently defined to the level that would allow for such an analysis. Pursuant to CEQA Guidelines Section 15126.4, project specific CEQA documents shall describe feasible measures which could minimize significant adverse impacts, which could include (but are not required to include) the specific noise mitigation measures recommended by the commenter. Appropriate measures that adequately mitigate project specific impacts would be determined under project specific environmental review (see Response 6.35 regarding applicability of a program EIR).

Response 4.23

The commenter asserts that the Draft EIR must adequately assess and mitigate impacts related to wildfire risk to new development in high fire-prone areas. The commenter states that increased human-caused ignitions and the expansion of flammable non-native grasses has led to increased fire activity in the area, which is harmful to numerous biological resources and people.

Wildfire impacts and mitigation measures are discussed in section 4.17 of the Draft EIR. Further responses to aspects of this comment are provided below in Response 4.24 through 4.33.

Response 4.24

The commenter asserts that the EIR must inform the public and decision makers of potential impacts of more fire ignitions from placing homes and people in high fire-prone areas. The commenter provides general information and cites general reports—not specific to the AMBAG region or Santa Cruz County wildfire risks—regarding development in the wildland urban interface, including sprawl developments, and human-caused wildfires. The commenter states that the EIR must outline and summarize the scientific evidence related to development in high fire-prone wildlands and increased fire risk. The commenter claims that the 2045 MTP/SCS could result in the placement of homes, infrastructure, roads, and communities in high-fire prone areas that have experienced wildfires and will experience them again. The comment states that the Draft EIR must consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires.

The Draft EIR provides information and analysis regarding the impacts of wildfire to development facilitated by the 2045 MTP/SCS in Section 4.17, *Wildfire*, beginning on page 4.17-1. The commenter is correct in that the 2045 MTP/SCS would result in development in areas that experience increased risk of wildfire. As described in Section 4.17, *Wildfire*, CAL FIRE has mapped much of the AMBAG planning area as being in state responsibility areas (SRAs) and/or Very High Fire Hazard Severity Zones (VHFHSZs). While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas and corridors of the counties, outlying development in high fire hazard zones would still occur. Further, as evidenced by the 2018 Camp Fire, the 2017 Tubbs Fire, and 2017 Thomas Fire, urban areas are also susceptible to wildfire, despite the lower degree of typical wildfire fuels.

Section 4.17, *Wildfire*, also discusses the relationship between development and wildfire risk: for example, the Draft EIR states on page 4.17-1, “areas near human development more frequently experience fires than very remote or urban areas.” The Draft EIR, on page 4.17-2, discusses the wildland-urban interface and how development that has spread into less densely populated, often hilly areas has increased the number of people living in heavily vegetated regions that are prone to wildfire.

The Draft EIR adequately informs the public and decisionmakers of the project’s wildfire impacts. As discussed on pages 4.17-13 through 4.17-14 of the Draft EIR, the methodology used for the evaluating wildfire impacts is based on a review of CAL FIRE’s fire hazard severity zone maps and responsibility areas regarding wildfire conditions in the AMBAG region to determine the potential for implementation of the 2045 MTP/SCS to result in increased wildfire risks. This includes city and county planning documents. This program level analysis is based on an overall understanding of the key fire safety concerns that could result from implementation of the 2045 MTP/SCS. The evaluation of wildfire impacts reasonably assumes that the construction and development under the 2045 MTP/SCS would adhere to the latest federal, State, and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

As discussed within the Draft EIR under Impact W-1 (page 4.17-14), proposed transportation improvements and land use projects envisioned by the 2045 MTP/SCS would be located near

an SRA or VHFHSZ and significant loss from wildfire could occur. Additionally, as described on pages 4.17-16 and 4.17-17 of the Draft EIR, implementation of the 2045 MTP/SCS could also exacerbate the risk for wildfires, which if ignited, could impact existing development and population.

To mitigate these risks, the Draft EIR includes Mitigation Measure W-1 which states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation offered within the Draft EIR include, but are not limited to; enforcing defensible space, providing public education of wildfire risks and prevention, adherence to the local hazard mitigation plan, ensuring sufficient emergency water supply, encouraging the use of fire-resistant native vegetation in landscaping, requiring a safety plan, prohibiting certain construction activities with the potential to ignite wildfires during red-flag warnings, and requiring fire extinguishers on site during construction activities.

With implementation of Mitigation Measure W-1, the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildfires would be reduced. These measures would make structures and transportation infrastructure more fire resistant and less vulnerable to loss in the event of a wildfire. However, it is possible that mitigation measures will not prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires in all cases. Thus, this impact would remain significant and unavoidable. No additional mitigation measures were identified within the Draft EIR to reduce this impact to less than significant levels are feasible.

Regarding the need for the EIR to consider alternatives to the proposed RTP/SCS that do not increase the risk of wildfires, many measures in Mitigation Measure W-1 are intended to reduce wildfire risk. Also, CEQA does not require consideration of alternatives to a particular component of a project (such as development in areas with high wildfire risks), just alternatives to the project as a whole. See *Big Rock Mesas Property Owners Assn. v. Board of Supervisors* (1977) 73 Cal. App. 3d 218, 227.

The Draft EIR adequately discloses links between development in high fire-prone wildlands with increased fire risk and wildfire impacts associated with the 2045 MTP/SCS, as requested by the commenter.

Response 4.25

The commenter asserts that the Draft EIR must acknowledge wildfire hazards from human-caused ignitions in the Santa Cruz region. The commenter claims that the population and development considered by the 2045 MTP/SCS would increase the number of potential wildfire ignition sources and would increase the risk of wildfires occurring. The commenter states power lines and electrical equipment are a significant source of human-caused ignitions, noting the 2017 Thomas Fire, 2017 Tubbs Fire, 2018 Camp Fire, and 2018 Woolsey Fire were caused by electrical transmission lines and equipment and citing scientific studies. The commenter notes that public utility companies are implementing power outages and blackouts during extreme weather conditions, stating these power outages

disproportionately burden vulnerable communities such as the elderly, poor, and disabled, and can cause traffic jams and collisions. The commenter claims that the Draft EIR fails to describe the full extent of wildfire impacts to people, ecosystems, and wildlife based upon the best available science. The commenter notes the Draft EIR's wildfire mitigation measure but states such measure only reduces the wildfire risk and does not make the new infrastructure fireproof. The commenter states the Draft EIR must consider alternatives to the 2045 MTP/SCS that do not increase the risk of wildfires.

The Draft EIR acknowledges that wildfires throughout California are often caused by humans under *Wildfire Behavior and Controlling Factors* on page 4.17-1. The commenter is correct in that development envisioned by the 2045 MTP/SCS would experience increased fire risk, as discussed under Impact W-1 beginning on page 4.17-14 of the Draft EIR. As discussed therein, much of the AMBAG region has been mapped by CAL FIRE as being in an SRA or VHFHSZ, which experience increased fire hazard risks. While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas, the entire region experiences some degree of wildfire risk.

Section 4.17, *Wildfire*, of the Draft EIR provides discussion of potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, as guided by the CEQA Guidelines Appendix G checklist questions shown under Threshold 1 on page 4.17-14. As shown therein, the threshold does not consider wildfire impacts to ecosystems and wildlife. Further, pursuant to Section 15126.6(d) of the CEQA Guidelines, the Draft EIR examines a feasible range of alternatives to the proposed 2045 MTP/SCS starting on page 7-1. The wildfire impacts under Alternative 3 would be reduced when compared to the 2045 MTP/SCS, but would remain significant and unavoidable. Furthermore, as stated in CEQA Guidelines Section 15126.6, an EIR is not required to consider alternatives which are infeasible. Because much of the AMBAG region is within an SRA or VHFHSZ, there is not a feasible alternative that could substantially decrease the risk of wildfires to a land use scenario envisioned at a regional scale.

As discussed under Impact W-1, *Exacerbated Fire Risks* (page 4.17-16 through 4.17-17), the Draft EIR analyzes and mitigates the impacts of wildfire to development facilitated by the 2045 MTP/SCS, as suggested by the commenter. Impact W-1 discusses how wildland fire can adversely impact people, as well as the environment. For example, page 4.17-17 of the Draft EIR describes how landslide potential increases following a wildfire, which would clearly affect the physical area within the landslide and put people and infrastructure at risk if in the landslide area. The commenter does not provide specific information or details on what additional best available science they reference. The commenter does not provide specific recommendations for an alternative that would decrease wildfire risk or mitigation measures that would make infrastructure fireproof.

Impact W-1 does not specifically describe impacts of wildland fire on wildlife. This is because the Draft EIR is intended to identify potential impacts of the 2045 MTP/SCS on wildland fire risks and ignition, including post-fire risks such as landslides, in accordance with the thresholds of significance described in Section 4.17. The 2045 MTP/SCS does not propose wildland fire or controlled burns which could become wildland fires if control is not

maintained. The potential for projects included in the 2045 MTP/SCS to ignite wildland fires, which could then spread into wildlife habitat, is reduced with implementation of Mitigation Measure W-1. Mitigation Measure W-1 is designed to reduce the potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, but would also reduce the potential for wildfire to impact wildlife habitat. For example, Mitigation Measure W-1 includes measures to store fire extinguishers on project construction sites and to avoid certain construction activities involving sparks or open flames on red-flag days when fire danger is elevated. These types of measures would reduce the potential for ignition of wildfires that could then spread into wildlife habitat.

Section 4.4, *Biological Resources*, of the Draft EIR provides discussion of potential impacts to special status species that could occur due to implementation of the 2045 MTP/SCS. However, due to the programmatic nature of the Draft EIR, a precise determination of impacts to special-status species caused by wildfires would be speculative. (Please see Response 6.35 regarding applicability of a Program EIR). Additionally, even if a fire is ignited within or a result of development envisioned in the 2045 MTP/SCS, the severity of effects of the wildfire on wildlife and habitat is more dependent on conditions unrelated to the development, such as moisture content of the vegetation in the habitat; type of vegetation comprising the habitat; relative humidity, wind speed, wind direction, temperature, and other weather conditions. However, given that wildfire can destroy or change wildlife habitat in very brief periods of time, page 4.4-33 of the Draft EIR is revised as follows:

In addition to direct and indirect impacts that may result from transportation improvement projects, the 2045 MTP/SCS also contains a future land use scenario that emphasizes infill development and transit oriented development (TOD). This land use scenario focuses future development concentrated in existing urbanized areas, which would minimize impacts to biological resources in non-urbanized areas. However, it is possible that sensitive plant and animal species would be located on future infill and TOD sites, as well as more undeveloped project sites; undeveloped site may also be subject to increased wildfire risks discussed in Section 4.17, *Wildfire*.

The above revisions to page 4.4-33 of the Draft EIR provide clarification on how the proposed 2045 MTP/SCS could adversely affect special status species, and do not change the significance of the biological resources impacts discussed in the Draft EIR. These revisions do not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR and provide the reader for a reference to where more analysis on wildfire impacts can be found within the Draft EIR.

Response 4.26

The commenter asserts that the Draft EIR must assess and mitigate impacts to special-status species that could occur due to sprawl developments and their relation to increased human-caused ignitions of wildfires. The commenter provides discussion on wildfires in the Santa Cruz region, which is dominated by chaparral and scrub/shrublands, native habitats that are adapted to infrequent, large, high-intensity crown fire regimes. The commenter states

frequent fires cause native shrublands to be replaced by non-native grasses, eliminating native habitats and biodiversity, and increasing fire threat over time, which can impact special-status species in the Santa Cruz region, such as California tiger salamander, vernal pool fairy shrimp, and mountain lion.

Section 4.17, *Wildfire*, of the Draft EIR provides discussion of potential wildfire impacts to people and development envisioned by the 2045 MTP/SCS, as guided by the CEQA Guidelines Appendix G checklist questions shown under Threshold 1 on page 4.17-14. As shown therein, the questions do not require discussion regarding wildfire impacts to special-status species.

Section 4.4, *Biological Resources*, of the Draft EIR provides discussion of potential impacts to special status species that could occur due to implementation of the 2045 MTP/SCS. However, due to the programmatic nature of the Draft EIR, a precise determination of impacts to special-status species caused by wildfires would be speculative. (Please see Response 6.35 regarding applicability of a program EIR). Additionally, even if a fire is ignited within or a result of development envisioned in the 2045 MTP/SCS, the severity of effects of the wildfire on wildlife and habitat is more dependent on conditions unrelated to the development, such as moisture content of the vegetation in the habitat; type of vegetation comprising the habitat; relative humidity, wind speed, wind direction, temperature, and other weather conditions. However, as described in Response 4.25, given that wildfire can destroy or change wildlife habitat in very brief periods of time, page 4.4-33 of the Draft EIR is revised to acknowledge the potential impact. As discussed in Response 4.25, implementation of Mitigation Measure W-1, beginning on page 4.17-17 of the Draft EIR would reduce the potential for the 2045 MTP/SCS to result in wildland fires, which could then spread into wildlife habitat areas. Mitigation Measure W-1 specifically includes a measure that discourages the use of fire-prone vegetation and plant species especially non-native, invasive species, for project landscaping.

Response 4.27

The commenter asserts that the Draft EIR fails to adequately assess and mitigate impacts to health and air quality impacts that could occur from increased wildfire smoke due to human-caused ignitions. The commenter provides discussion on impacts to air quality and human health that result from wildfires burning organic and inorganic materials. The commenter discusses health impacts of wildfire smoke. The commenter asserts that the Draft EIR does not consider any alternative that would prevent future growth from occurring in wildfire hazard severity areas.

Page 4.17-16 of the Draft EIR acknowledges that the 2045 MTP/SCS envisions a land use scenario that could result in people residing in new residential development that could be exposed to smoke and air pollution, regardless of their location within urbanized areas or the wildland urban interface. Fire related impacts may extend far beyond the fire footprint as damage to homes, infrastructure, and ecosystems, and diminished air and water quality could all occur. As discussed on page 4.17-16 of the Draft EIR, people residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI. Also as discussed on pages

4.17-16 and 4.17-17, the 2045 MTP/SCS could exacerbate the risk of wildfire, creating increased risk of both fire damage and smoke to existing development and populations. Because wildfire smoke is air pollution, it is considered harmful to health and the environment, which is a widely known health hazard in the fire-prone western United States. However, to provide additional clarification, page 4.17-16 of the Draft EIR is revised as follows:

People residing in new residential development could be exposed to smoke and air pollution from wildfires regardless of their location within urbanized areas or the WUI.
Wildfire smoke can be harmful to human health if inhaled.

This revision does not demonstrate substantial changes or new information that would trigger recirculation of the EIR under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR, which already discusses the relation between air pollutants and human health (see Table 3-1).

As discussed within Impact W-1 of the Draft EIR, requirements to adhere to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments would reduce the risk of wildfire for these projects. But even with implementation of these policies and measures, it is not possible to prevent the projects implementing the MTP/SCS from exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, the Draft EIR determines that impacts related to wildfire risk, including exposure of project occupants to pollutant concentrations from a wildfire, would be significant and unavoidable. Mitigation Measure W-1 states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require mitigation to reduce the risk of wildfires, which include, but are not limited to:

- Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- Provide public education about wildfire risk, fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.
- Require adherence to the local hazard mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildfires through land use compatibility, training, sustainable development, brush management, public outreach, and service standards for fire departments.
- Ensure sufficient emergency water supply
- Encourage the use of fire-resistant vegetation native to Santa Cruz, Monterey, and San Benito counties and/or the local microclimate of the project site and discourage the use of fire-prone species especially non-native, invasive species.

- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildfires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.
- Require fire extinguishers to be on site during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.
- Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones.

Specific projects that would implement the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; site or project specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review. Please refer to Response 4.25 above, pertaining to wildfire impacts and the alternatives analyzed in the Draft EIR.

Response 4.28

The commenter asserts that the Draft EIR must adequately assess and mitigate the impacts of increased wildfires to fire protection services and utilities. The commenter states the Draft EIR does not adequately consider the impacts on firefighters and first responders of the growth induced by the RTP/SCS in high fire-prone natural areas subject to intermittent wildfires. The commenter cites the increased cost of addressing wildfires and their toll on the physical, mental, and emotional health of firefighters. The commenter provides discussion on increased fire suppression costs and demand for fire protection due to more frequent wildfires. The commenter states that given the current lack of funding and shortage of firefighting personnel, any development in high fire-prone areas should be required to provide adequate funding and resources for firefighting operations and safety measures.

Impacts related to fire protection services are discussed throughout Section 4.14, *Public Services, Recreation, and Utilities*. As shown under Threshold 1 on page 4.14-34, the Draft EIR must consider if the 2045 MTP/SCS would require new or physically altered public service facilities, including fire protection facilities, the construction of which could cause significant environmental impacts. The Draft EIR determines that the growth and development induced by the 2045 MTP/SCS would result in the need for such facilities, and impacts would be

significant and unavoidable. The Draft EIR is not required to assess and mitigate the impacts of increased wildfires to fire protection services unless they necessitate the construction of facilities that would result in physical impacts. Nonetheless, the demand on fire departments, particularly those serving more rural areas, would increase as the frequency or intensity of wildfires also increase. In order to further clarify this circumstance, page 4.14-36 of the Draft EIR is revised as follows:

In order to maintain adequate response times, existing emergency service providers may need to expand their facilities if additional population growth results in substantial increases in the volume of requests for services or a decrease in response times. In cases where future demand exceeds capacity, new facilities may be required. Additionally, the demand on fire departments, particularly those serving more rural areas, would increase as the frequency or intensity of wildfires also increase. As described in Section 4.17, *Wildfire*, implementation of the 2045 MTP/SCS would exacerbate the risk of wildfire.

In addition, the commenter claims that placing additional development in fire-prone areas will further burden already strained personnel and resources, citing issues like firefighters' physical, mental, and emotional stress. However, these are not considered environmental issues in Appendix G of the CEQA Guidelines and the Draft EIR is not intended to analyze social issues outside scope of CEQA. Similarly, the adequacy of funding for firefighting operations is not a CEQA issue.

Response 4.29

The commenter asserts that the Draft EIR fails to provide adequate fire safety measures to effectively mitigate wildfire impacts. The commenter asserts that Mitigation Measure W-1 does not constitute all feasible mitigation measures and suggests that the primary policy to minimize impacts related to wildfire should be to avoid placing human infrastructure in high fire-prone areas.

The Draft EIR analyzes the 2045 MTP/SCS plan, including certain transportation projects and land use patterns. Although there are limited instances where the proposed land use pattern and planned transportation investments of the 2045 MTP/SCS may result in growth in or near wildfire prone areas, substantial wildfire-related impacts could still occur. However, the MTP/SCS must be based on the latest planning assumptions, including those in local general plans. Furthermore, AMBAG and the RTPAs do not have the authority to change local general plans or prohibit development in fire-prone areas. SB 375 specifically states that the SCS cannot dictate local land use policies (see Government Code Section 65080(b)(2)(K)).

As discussed throughout Section 4.17, *Wildfire*, beginning on page 4.17-1 of the Draft EIR, much of the AMBAG region has been mapped by CAL FIRE as being in an SRA or VHFHSZ, which experience increased fire hazard risks. While the land use scenario envisioned by the 2045 MTP/SCS would concentrate development in urban areas, the entire region experiences some degree of wildfire risk. Therefore, even if AMBAG or the RTPAs had the authority to change local general plans or prohibit development in fire-prone areas, it is not feasible to develop a land use scenario that avoids all development in high-fire prone areas, as much of

the region is within an area with increased fire risk. Based on the above analysis, the commenter's suggested mitigation to avoid development altogether within high-fire prone areas is not feasible.

However, Mitigation Measure W-1 states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk of wildfires. As discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR. Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; therefore, specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review.

Response 4.30

The commenter asserts that developers of human infrastructure in high fire-prone areas should be required to minimize wildfire risk beyond what is required by State and federal standards and building codes. The commenter claims that building features required by applicable State and federal building codes can make homes fire-resistant, but no mitigation can make homes fireproof.

As discussed on page 4-2 of the Draft EIR in Section 4, *Environmental Impact Analysis*, AMBAG does not have authority to require implementing agencies to implement recommended mitigation measures. It is the responsibility of the lead agency implementing specific 2045 MTP/SCS projects to conduct environmental review under CEQA and incorporate appropriate mitigation measures, which could include mitigation measures provided in the Draft EIR. AMBAG cannot require implementing agencies to take action beyond what is required by applicable State and federal standards and building codes related to fire safety. However, AMBAG has provided Mitigation Measure W-1 beginning on page 4.17-17 of the Draft EIR to reduce the potential for wildfire ignition and reduce the risk of wildfires on communities and development, and implementing agencies are recommended to implement this mitigation. Mitigation Measure W-1 contains measures that go beyond minimum code requirements. Even with implementation of Mitigation Measure W-1 or mandatory compliance with minimum code requirements, the commenter is correct that development cannot be mitigated to fire-proof, only fire-resistant.

Response 4.31

The commenter claims there are other mitigation measures that should be implemented to minimize wildfire impacts in high fire-prone areas. The commenter provides the example of external sprinklers with an independent water source and suggests that the Draft EIR should require external sprinkler systems in project level mitigation measures for any new development in wildfire zones.

The commenter is correct that the Draft EIR does not include mitigation requiring the installation of external sprinklers to minimize the impacts of wildfire in high fire-prone areas. In response, Mitigation Measure W-1 on page 4.17-17 of the Draft EIR has been revised to include the following language:

- Encourage the use of external sprinklers for new development mapped within Very High Fire Hazard Severity Zones

No additional edits to the Draft EIR are required in response to this comment. This revision simply adds an example of a mitigation measure that can be implemented to reduce wildfire impacts to areas in high fire-prone areas of the AMBAG region. The revision does not include changes that would trigger recirculation of the EIR, under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 4.32

The commenter claims that local solar power and battery systems could reduce power flow in electricity transmission lines, which would reduce the need for controlled power outages during extreme weather conditions. The commenter states that solar power and batteries for homes would help make communities in high fire risk areas safer because it would provide backup power for medical devices, refrigerators, and the internet.

The Draft EIR does include mitigation regarding solar power and energy consumption in Section 4.8, *Greenhouse Gas Emissions*. Mitigation Measure GHG-4(b) states that for land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should require new residential and commercial construction to install solar energy systems or be solar-ready. The commenter's opinion regarding the effect of solar power and battery systems on power outages is noted. Because the comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Response 4.33

The commenter asserts that public safety threats are often exacerbated by infrastructure unable to accommodate the consequences of more human-caused fires at the wildland urban interface. The commenter suggests that adequate safety plans for residents and construction/maintenance workers that reflect real-world experience associated with wildfires in California should be in place prior to an emergency. The commenter suggests that evacuation plans, warning systems, and other safety measures are not guaranteed to function when a fire occurs. The commenter provides information on how wildfires may ignite with little or no notice, in severe weather conditions, and cites examples including the Camp Fire, Tubbs Fire, and Thomas Fire. The commenter asserts that the EIR must fully disclose the danger of fast-moving wildfires and mitigate the resulting impacts.

The commenter is correct in their statement that public safety threats can be exacerbated by infrastructure at the WUI. The Draft EIR does acknowledge that projects facilitated by the 2045 MTP/SCS would inevitably be in areas with an increased risk of wildfires, including areas that could be exposed to the uncontrolled spread of wildfire due to slope, prevailing winds,

or other factors (page 4.17-14 of Section 4.17, *Wildfire*). In addition, page 4.17-1 of the Draft EIR discusses the increasingly dangerous conditions of wildfire activity in recent decades. Specifically, the Draft EIR states that climate change will continue to produce conditions that facilitate a longer fire season, which, when coupled with human-caused changes in the seasonality of ignition sources, will produce more, longer, and bigger fires during more times of the year. In response to the commenter's suggestion that fast-moving wildfires should be acknowledged within the Draft EIR, the second to last paragraph on page 4.17-15 of the Draft EIR has been revised as follows:

...increasingly difficult drought conditions and extreme weather events will continue to raise wildfire risk and can result in fast-moving wildfires within the AMBAG region.

This revision simply elaborates on wildfire risks already discussed in the Draft EIR within Section 4.17, *Wildfire*. The revision does not include changes that would trigger recirculation of the EIR, under CEQA *Guidelines* Section 15088.5. Rather, the changes serve to clarify and amplify the content of the EIR.

As discussed on page 4.17-15 of the Draft EIR, while transportation projects associated with the 2045 MTP/SCS would improve mobility in the AMBAG region, which could facilitate an expedited evacuation or escape during a wildfire, urban and outlying areas are still at risk from wildfire. To mitigate this, the Draft EIR includes Mitigation Measure W-1 which states that if an individual transportation or land use project included in the 2045 MTP/SCS is within or is located less than two miles from an SRA or VHFHSZ, the implementing agency shall require appropriate mitigation to reduce the risk of wildfires. Mitigation Measure W-1 includes measures requiring a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.

Additionally, as discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR. Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of specific impacts and appropriate mitigation; therefore, specific environmental analysis of individual projects will be undertaken as necessary by the appropriate implementing agency. Appropriate and feasible mitigation measures for individual projects would be determined under project specific environmental review, included project specific impacts that could occur due to the uncontrolled spread of wildfire.

Response 4.34

The commenter expresses gratitude for the opportunity to provide comments on the Draft EIR and offers to meet with staff or Board members to advance the recommendations in the letter.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the comment is noted and shall be shared with AMBAG and RTPA decision makers for their consideration.

Response 4.35

The commenter provides a list of references for the information cited in the comment letter.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

Letter 5

From: Heather Adamson <hadamson@ambag.org>
Sent: Wednesday, January 26, 2022 9:03 AM
To: Megan Jones; George Dix
Cc: Richard Daulton; Heather Adamson
Subject: [EXT] FW: Ag Land Trust Comments and Objections to AMBAG MTP/SCS and Draft EIR
Attachments: AMBAG comment 012422.pdf

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

FYI...

From: mjdelpiero@aol.com <mjdelpiero@aol.com>
Sent: Monday, January 24, 2022 2:36 PM
To: Heather Adamson <hadamson@ambag.org>
Cc: cheryl@aglandtrust.org; marc@aglandtrust.org; aglandtr@gmail.com
Subject: Ag Land Trust Comments and Objections to AMBAG MTP/SCS and Draft EIR

Ms. Adamson - The Ag Land Trust of Monterey County wishes to submit the attached comment letter regarding the AMBAG MTP/SCS and Draft EIR.

Although we find the documents generally well written and well presented, as you can see we have a significant objection related to one of the projects that is included in your EIR and the Plan.

We hope that our comments and criticisms are understood as reflecting our fear that our single largest farm (farmland valued at over \$14 million) is going to be compromised because the entities proposing projects (included in the AMBAG EIR and Plan) are failing to read and understand the City and the County's adopted and enforceable General Plans, and other adopted contractual agreements and obligations. The need for an analysis of the proposed project, its significant adverse environmental impacts, and the need for mandatory and enforceable mitigations to be identified for the expected loss of hundreds of acres of prime farmlands renders the EIR and the Plan legally deficient and potentially subject to successful challenge.

Please contact me should you have any questions regarding our comments and requests. We sincerely hope that our objections can be appropriately and promptly addressed by amendments to the AMBAG MTP/SCS and Draft EIR, so the AMBAG can proceed with its Plan.

Most Respectfully,

Marc Del Piero
Executive Director
Ag Land Trust
(831) 422-5868
(831) 261-0718 (cell)
<https://www.aglandtrust.org>

5.1



www.AgLandTrust.org
Location: 1263 Padre Drive | Salinas, CA
Mail Address: P.O. Box 1731 | Salinas, CA 93902
Tel.: 831.422.5868

23 January 2022

TO: AMBAG Board of Directors
ATTN. Heather Adamson, AICP, Director of Planning

FROM: The Ag Land Trust
Marc Del Piero, Chief Executive Officer and Managing Director

RE: **Comments and Objections to the Draft 2045 Metropolitan Transportation Plan (MTP/SCS and Draft EIR)**

Dear Board Members:

This comment letter is written on behalf of the Board of Directors of the Ag Land Trust of Monterey County. The Ag Land Trust is a 501(c)(3) non-profit corporation founded in 1984 pursuant to provisions embodied in the then-Monterey County General Plan which called for the establishment of an agricultural conservation organization expressly to secure permanent conservation easements and fee title to our irreplaceable prime farmlands. The purpose mirrored mandates by the state legislature in recognition of the continuing and accelerating loss of the state's prime and productive farmlands to urban sprawl. The Ag Land Trust currently owns over 46,000 acres of prime farmlands and ranchlands (either in fee or through conservation easements) in Monterey, San Luis Obispo, and San Mateo Counties.

We have reviewed the **Draft 2045 MTP/SCS and Draft EIR** and find your report to be generally well crafted and largely comprehensive. However, we are very concerned and must raise a serious objection to the lack of recognition within the Plan, and particularly within the Draft Environmental Impact Report, of the massive, significant, and unmitigated adverse environmental impacts that some of the proposed projects will have on the prime farmlands of the Salinas Valley.

The California Environmental Quality Act (CEQA) guidelines (and subsequent case law) require that the potential significant adverse environmental impacts of a proposed project must be fully evaluated (and mitigation measures fully identified) "at the earliest possible time" that the project is identified. The fact that certain projects by some of your member agencies are enumerated in both your draft Plan and your draft EIR (at the member agencies request) clearly necessitates and legally requires both the full review in the AMBAG EIR of those projects'

5.2

potentially significant adverse environmental impacts on the prime farmlands of Monterey County, and the specific identification of mitigation measures therefor. Moreover, the full environmental review of these projects may not be legally avoided or “put off” to a later date due to the CEQA mandates and because the **Draft 2045 MTP/SCS and Draft EIR are intended to be, and will be used by federal agencies, agencies of the State of California, and local agencies in determining appropriate amount of grant funds that may be awarded to those projects, as well as the mitigations that those agencies will be required to implement at the time the projects listed in the Draft 2045 MTP/SCS and Draft EIR are pursued.**

5.2

Of particular concern to the Ag Land Trust is a proposed project by the City of Salinas that is referred to in your **Appendix C – Page C-11 – MON-SNS006-SL - U.S. 101 - Alvin Drive (Overpass, Underpass, Interchange, and Bypass)**. Our Board hereby requests that the obvious deficiency in the full characterization of this project, and the clear lack of any mitigations for the significant adverse effects that this project will have on our prime and legally protected farmlands, be fully addressed in the Plan and the EIR before the EIR is certified by the AMBAG Board of Directors.

The explanation for our strong objections to the lack of identified mitigations for this project is because this project directly violates multiple adopted land use plans, contractual agreements, and moreover, violates previously mandated CEQA and Monterey County Local Agency Formation Commission (LAFCO) mitigation requirements of the City of Salinas for its prior annexations and its conversions of prime farmlands. The explanation of these objections follows:

The Ag Land Trust owns “in fee” our “Odello Ranch” (196 acres) which is located immediately west of U.S. Highway 1 and the existing Davis Road. Our ranch, which is fully identified as prime farmland by the California Department of Conservation and by the Monterey County General Plan, is also immediately west of the proposed Alvin Drive Interchange. The interchange, as proposed by the City of Salinas, will render our ranch unfarmable and, in spite of CEQA mandates, no mitigation for this irreparable loss is identified in the AMBAG EIR.

5.3

This proposed transportation improvement by the City, without any identified mitigations, is massively problematic because our “Odello Ranch” was donated to the Ag Land Trust in satisfaction of the mandatory mitigation requirements for the City’s annexation of the huge UniKool farm at the south end of Salinas in 2009. In effect, the proposed Alvin Drive Interchange would completely compromise and eviscerate the previously legally mandated (by both LAFCO and the joint agreement of the County and the City) mitigation for the loss of hundreds of acres of prime farmland due to City’s annexations and conversion of farmlands into urban sprawl.

Both the County of Monterey and the City of Salinas have significant mandatory policy commitments to agricultural lands preservation in their respective adopted General Plans. The County and City General Plans show a “Westside Bypass” conceptual alignment, but there has been no precise alignment established for that proposed road, and the General Plan policies mandate that adverse impacts upon prime farmlands must be mitigated. County General Plan adopted in 2010 designates the area for Farmlands, with significant policy context for the permanent preservation of this land as part of the vital economic engine for the County and the City of Salinas. The County recognized that the Odello Ranch was to be kept permanently in agricultural production pursuant to its agreement with the City and the LAFCO mandated mitigations for the UniKool annexation.

Moreover, and equally troubling is that the City of Salinas Economic Development Element now shows our “Odello Ranch” within their Sec. 1.2 development zone, BUT the City has not provided an agricultural land use designation for this area in spite of their General Plan mandates. Specifically, the City of Salinas land use LU Sec. 1.7.1 states that the City will work with the Ag Land Trust on these areas (this has not occurred and it appears that their Public Works staff has ignored the City’s adopted requirements). Moreover, the City’s L.U. 1.7.4 requires the use of conservation easements for the protection of prime farmlands.

5.3

Additionally, The Monterey County Local Agency Formation Commission (LAFCO) does not show any of this area (including our ranch) west of Davis Road as being within the City of Salinas growth areas (either the LAFCO adopted Sphere of Influence or a Future Study Area). We point this out because the existing joint “Memorandum of Understanding” (MOU) adopted by and executed by BOTH the Board of Supervisors and the Salinas City Council over ten years ago (which is still in full force and effect) has significant discussions and governmental commitments related to the preservation of prime farmlands west of Davis Road.

- Provision #1 of the MOU states “future growth of the City of Salinas is to be North and East (not West into prime farmlands);
- Provision #4 of the MOU calls for use of conservation easements to protect agricultural lands to the west and south of the adopted City Sphere of Influence;
- Provision #9 of the MOU requires The City AND the County to require mitigation for the impacts from planned regional traffic projects, including those that cause the loss of prime farmlands; and
- Provision #11 of the MOU discusses the Westside Bypass and the preparation of a Project Study Report (PSR) for the bypass. The MOU recognizes that the bypass would be the new development edge. We are aware of no such PSR having been drafted or made public by the City of Salinas and it would be imperative for the PSR to be incorporated into the AMBAG EIR before any certification hearing is held by the AMBAG Board. Our Board hereby requests a copy of any PSR.

5.4

The Ag Land Trust believes and asserts that the Alvin Drive Interchange (**MON-SNS006-SL**) and the Westside Bypass, in order to ensure consistency with the existing General Plans of Monterey County and the City of Salinas (and the certified EIRs which were prepared prior to and as a condition of the adoption of those General Plans) and the mandatory policies related to the permanent preservation of prime and productive agricultural lands west of the City, must be located as closely as possible to the existing right-of-way of Davis Road.

Moreover, both the draft AMBAG EIR and the MTP/SCS must clearly address the expected significant adverse environmental effects and loss of prime farmlands and include mandatory mitigation measures that will be enforceable by federal, state, and local agencies in the future. These additions to the draft documents are necessary to mitigate the clearly anticipated loss of prime farmlands and to avoid compromising previously preserved farmland already subject to permanent protections as a result of the City’s past obligations for mitigations of its annexations of farmlands that have been lost for urban development purposes.

Absent the additions (herein requested) of the analysis of the adverse environmental impacts, the anticipated significant adverse farmland losses, and the mitigations to remedy those impacts/losses and the deficiencies in the Plan and the EIR, the proposed documents will not satisfy the requirements of CEQA. The Ag Land Trust respectfully requests that these requested additions be included in the EIR and the Plan before they are adopted by AMBAG. Our protected prime farmland on our Odello Ranch, which

5.5

has a value of over \$14,000,000.00, is clearly at risk from the proposed projects. And it appears that the project proponents have failed to recognize and make accommodations/mitigations for the existing legal mandates (that have been previously agreed to by the City) protecting the prime farmlands west of the current City Sphere of Influence.

The Ag Land Trust respectfully objects to the current draft AMBAG EIR and the MTP/SCS due to their environmental/legal deficiencies that make the documents unsustainable in court. We sincerely hope that our concerns are fully and affirmatively addressed by amendments to the AMBAG EIR and the MTP/SCS before AMBAG proceeds to adopt these incomplete and legally deficient documents.

Most Respectfully,

A handwritten signature in black ink, reading "Marc Del Piero". The signature is fluid and cursive, with the first name "Marc" and last name "Del Piero" clearly distinguishable.

Marc Del Piero, CEO
The Ag Land Trust

Letter 5

COMMENTER: Marc Del Piero, Chief Executive Officer and Managing Director, Ag Land Trust of Monterey County

DATE: January 23, 2022

Response 5.1

The comment is an email cover letter transmitting an attached comment letter, and notes that the commenter has a significant objection related to one of the projects included in the 2045 MTP/SCS and associated Draft EIR. The commenter provides a summary introduction to their attached comment letter, which suggests their farmland is going to be compromised because of the proposed project. The commenter states there is a need for analysis of the proposed project, its significant adverse environmental impacts, and the need for mandatory and enforceable mitigations for a legally defensible document. The commenter states they hope amendments to the 2045 MTP/SCS and Draft EIR can appropriately address their comments and requests and provides the commenter's contact information for questions or comments.

These specific objections related to one of the projects included in the 2045 MTP/SCS and associated Draft EIR are further elaborated upon in the attached comment letter to this email transmittal. Please refer to Responses 5.2 through 5.6 below for responses to the commenter's concerns about the specific project in question.

Response 5.2

The commenter provides information regarding the Ag Land Trust of Monterey County and its creation and purpose. The commenter asserts that the 2045 MTP/SCS and Draft EIR does not adequately evaluate or mitigate the environmental impacts of the 2045 MTP/SCS to prime farmland in the Salinas Valley. The commenter refers to CEQA Guidelines and propositions from CEQA case law, stating they require potential significant environmental impacts must be fully evaluated early in the CEQA process and not "put off" to a later date, which has implications on grant funding.

CEQA Guidelines Section 15126.6 requires an EIR to discuss significant environmental effects and to include mitigation measures proposed to minimize significant effects that could occur as a result of a proposed project. However, as discussed in Section 1.3 beginning on page 1-9 of the Draft EIR, the Draft EIR is a Program EIR. As stated in CEQA Guidelines Section 15168, Program EIRs are not required to analyze site-specific impacts of individual projects. The projects implementing the 2045 MTP/SCS are not currently defined to the level that would allow for the determination of such impacts. The Draft EIR serves as a first-tier environmental document under CEQA, which supports second-tier environmental documents such as transportation, land use, and development projects associated with the 2045 MTP/SCS. Site-specific impacts will be fully evaluated and mitigation measures fully identified in a second-tier project level CEQA review process. Please refer to Response 6.35 for a detailed discussion regarding applicability of a program EIR.

The Draft EIR evaluates the impacts of the 2045 MTP/SCS to Important Farmland (including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance as defined by the California Department of Conservation's [DOC] Farmland Mapping and Monitoring Program [FMMP]) within the AMBAG region in Section 4.2, *Agricultural and Forestry Resources*. Beginning on page 4.2-15, the Draft EIR evaluates the MTP/SCS impacts to the conversion of Important Farmland and the potential for the project to conflict with existing agricultural zoning or Williamson Act contracts. As discussed therein, the project would result in the conversion of approximately 2,635 acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural use by 2045. The Draft EIR provides Mitigation Measure AG-1, which would require avoidance or compensation for Important Farmland impacts by specific projects included in the 2045 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use. However, the mitigation would not ensure that the future land use development pattern and transportation projects could feasibly relocate or realign to avoid conversion of Farmland to a less than significant level. As a result, impacts would remain significant and unavoidable.

Impacts to Prime Farmland are adequately addressed at a programmatic level.

Response 5.3

The commenter raises concern specifically with project Alvin Drive Overpass, Underpass, Interchange, and Bypass listed in Appendix C of the 2045 MTP/SCS. The commenter requests this project is fully characterized and any impacts on farmlands be mitigated in the Plan and Draft EIR before approval. The commenter suggests the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project would directly violate multiple adopted land use plans, contractual agreements, and previously-adopted mitigation measure requirements. The commenter suggests the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project, without any identified mitigation measures, would render Odello Ranch, a 196-acre property west of US Highway 1 and Davis Road, unfarmable. The commenter states the Odello Ranch was donated to the Ag Land Trust in satisfaction of the mandatory mitigation requirements for the City's annexation of the UniKool farm at the south end of Salinas in 2009. The commenter alleges that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project is inconsistent with existing mitigation requirements, the Monterey County General Plan, and the City of Salinas General Plan.

The commenter is referring to the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project listed on page B-10 of Appendix B of the Draft EIR. As described under Response 4.2, as a Program EIR, the Draft EIR is not required to analyze site-specific impacts of individual projects. A determination of the impacts to Farmland, agricultural zoning and conflicts with Williamson Act contracts, and decisions on mitigation measures, would be made on a case-by-case basis as individual projects are implemented.

As discussed in Impact AG-1 beginning on page 4.2-15 of the Draft EIR, implementation of the 2045 MTP/SCS would have significant and unavoidable impacts on farmland and agricultural land uses. The Draft EIR already assesses and discloses impacts to farmland and agriculture.

However, to further clarify that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project referred to by the commenter is among the transportation projects that could have impacts on farmland, page 4.2-19 of the Draft EIR is revised to include the project as follows:

MON-GRN008-GR	U.S. 101 – Walnut Avenue Interchange	AG-1
MON-SOL002-SO	U.S. 101 – North Interchange	AG-1
MON-SOL003-SO	U.S. 101 – South Interchange	AG-1
<u>MON-SNS006-SL</u>	<u>U.S. 101 – Alvin Drive Overpass/Underpass and Bypass</u>	<u>AG-1</u>
MON-SNS012-SL	Boronda Road Widening	AG-1
MON-SNS037-SL	Main Street (North) Widening	AG-1

The edits above simply provide clarification regarding the MTP/SCS impacts on farmland, by adding the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project, and do not change the analysis presented in the Draft EIR. Rather, the changes serve to clarify and amplify the content of the EIR.

Response 5.4

The commenter asserts that the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project is inconsistent with an existing Memorandum of Understanding (MOU) adopted by and executed by the Monterey County Board of Supervisors and the Salinas City Council, which the commenter states contains significant discussions and governmental commitments related to the preservation of farmland west of Davis Road, where this project would be located. In particular, the commenter notes MOU provision numbers 1, 4, 9, and 11, which discuss the location of future growth in Salinas, use of conservation easements, mitigation measure requirements, and the preparation of a Project Study Report for the Westside Bypass. The commenter requests a copy of this Project Study Report and recommends that it be incorporated into the AMBAG Draft EIR before AMBAG acts on the the 2045 MTP/SCS. The commenter recommends that the project be located as close as possible to the existing right-of-way of Davis Road. The commenter also states the 2045 MTP/SCS and the Draft EIR must fully evaluate significant environmental effects and loss of prime farmlands as well as include measures to mitigate the anticipated loss of prime farmlands.

The EIR appropriately evaluated agricultural and forestry resource impacts; as stated in Response to Comment 5.2, starting on page 4.2-15, the Draft EIR evaluates the project's impacts to the conversion of Important Farmland and the potential for the project to conflict with existing agricultural zoning or Williamson Act contracts. As described under Response 4.2, the Draft EIR is a first-tier Program EIR and is not required to analyze site-specific impacts of individual, future projects implementing the 2045 MTP/SCS. The U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project's impacts to farmland and consistency with the MOU, as appropriate, will be evaluated under a second-tier project level CEQA review process, which could require site specific mitigation measures to avoid farmland impacts associated with the individual project. Such project-specific environmental review

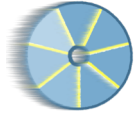
would consider the site-specific location, environmental impacts, and mitigation measures related to the U.S. 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) project. AMBAG is unable to provide the commenter with the Project Study Report for the Westside Bypass because a Project Study Report for the Westside Bypass has not been prepared to date. For this reason, AMBAG is also unable to incorporate or attach the Project Study Report for the Westside Bypass to the Draft EIR. However, it is unnecessary for the Project Study Report for the Westside Bypass to be incorporated into the Draft EIR because, as described earlier in this response, the Draft EIR does not and is not required to evaluate project specific impacts, such as impacts of the Westside Bypass.

Response 5.5

The commenter claims that the Draft EIR does not satisfy the requirements of CEQA because it does not fully evaluate and mitigate potential significant adverse effects to the Prime Farmland within Odello Ranch. The commenter requests that AMBAG does not adopt the Draft EIR until these impacts have been evaluated and mitigated.

As discussed above in Response 5.1 through Response 5.4, the Draft EIR is a programmatic analysis of the 2045 MTP/SCS and is not meant to analyze future project-level impacts of individual projects implementing the 2045 MTP/SCS, such as the US 101 – Alvin Drive Overpass/Underpass and Bypass (MON-SNS006-SL) impacts on Prime Farmland within Odello Ranch. Impacts to Prime Farmland are evaluated adequately addressed at a programmatic level within the Draft EIR beginning on page 4.2-15.

Letter 6



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

January 31, 2022

Heather Adamson, AMBAG

hadamson@ambag.org

Re: Comments on the Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Dear Ms. Adamson,

Thank you for the opportunity to provide these comments. As explained below, the concern of my organization centers on the large gap between the greenhouse gas emissions reductions estimated to result from the MTP/SCS and the goals of the State of California to reduce those emissions. We are concerned that the EIR did not analyze induced travel according to state guidelines, resulting in inaccurate estimates for VMT and GHG's. We are concerned that the EIR takes credit for state programs such as vehicle emission standards in calculating regional emission reductions, which is not allowed.

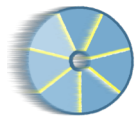
We are concerned that the EIR did not formulate and analyze an alternative that would produce substantial reductions in greenhouse gas emissions to better fulfill state policy. We are concerned that the EIR does not fulfill its responsibility to mandate mitigations for the significant and unavoidable impacts due to greenhouse gas emissions. We bring attention to the requirement that the EIR specify that prior EIR's on road expansion projects that are inadequate under current CEQA standards need to be revised.

Finally, we request that the EIR evaluate how the MTP/SCS perpetuation of auto dependency impacts the health and travel behavior of residents, especially low income residents and people of color.

For the Campaign for Sustainable Transportation,

Rick Longinotti, Co-chair

6.1



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Inadequate Objectives

1. The Draft EIR fails to include a target for reduction of greenhouse gas emissions in its objectives that is consistent with California legislation and Governor's Executive Orders.

The Draft EIR acknowledges that that GHG emissions with implementation of the MTP/SCS will fall far short of California legislative policy:

GHG emissions in 2030 would decrease by approximately one percent as compared to 1990 levels, which is not sufficient to achieve the 2030 target of a 40 percent reduction below 1990 levels....which would conflict with the state's ability to achieve SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. As such, this impact is significant.

We observe that EO B-55-18 established the goal for California to become fully carbon neutral statewide no later than 2045, and to maintain net negative emissions thereafter. 2045 is exactly the timeframe of the 2045 MTP/SCS and the 2045 RTPs. The plans do not establish the transformative transportation measures required to act on this goal.

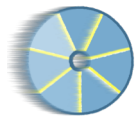
In the Project Objectives Section, the Draft EIR acknowledges that "For purposes of this EIR, the primary objective of the 2045 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements." However, it fails to mention that those regulatory requirements include SB 32, and the Governor's Executive Orders which mandate an alignment of transportation spending with the state's climate goals. The MTP/SCS falls far short of the planning necessary to achieve the targets in SB 32. The remedy starts by articulating a set of objectives that is consistent with that legislation.

Inadequate Analysis of Induced Travel

2. The Draft EIR fails to analyze induced travel according to CEQA Guidelines

The policy of the State of California recognizes the empirical reality that the more roads are built and expanded, the more auto traffic will proliferate.

A large number of peer reviewed studies have demonstrated a causal link between highway capacity increases and VMT increases. -Technical Advisory on



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Evaluating Transportation Impacts in CEQA (Office of Planning and Research, 2018)

6.4

This EIR denies the relationship of roadway expansion and VMT, claiming instead that increasing roadways will reduce total VMT and greenhouse gas emissions:

VMT would be higher under Alternative 2. Although this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT.

6.5

The EIR does not specify which roadway improvement projects are purported to reduce congestion and total VMT and present evidence for that claim. The MTP/SCS plans for expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County, but the EIR fails to discuss the VMT and greenhouse gas impacts of these projects.

6.6

6.7

The EIR fails to analyze the impact of induced travel. It does not utilize the tools for estimated induced travel recommended by Caltrans' *Transportation Analysis Framework* (2020), which was prepared to "establish Caltrans guidance on how to analyze induced travel associated with transportation projects".

6.8

Acknowledging that it failed to analyze major components of induced travel, the Draft EIR makes the unfounded claim that induced travel impacts may be negligible:

Although the AMBAG RTDM [the travel demand model] does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel.

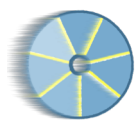
6.9

The *Transportation Analysis Framework* offers a checklist for determining whether a travel demand model has "capabilities required for induced travel assessment". It states, "In general, a model should pass all five checks before the analyst concludes that the travel demand model is appropriate for making projections of induced travel." The EIR does not indicate that its travel demand model is capable of measuring induced travel to satisfy CEQA requirements.

6.10

The State Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) explains that induced travel impacts of highway expansion are not negligible:

6.11



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A large number of peer reviewed studies have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect...Most studies find a long run elasticity between 0.6 and just over 1.0, meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent."

Applying this research to a local example, the auxiliary lane projects planned for Highway 1 in Santa Cruz, adding two auxiliary lanes to the existing 4-lane highway is an increase in lane-miles of 50%. Thus, according to the studies, one would expect an increase in vehicle miles traveled of 30% to 50%. When combined with the other highway expansion projects in the MTP, this increase is not negligible compared to overall amount of travel in the region. The OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states, "Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region,..." We request that the EIR state in detail how it fulfilled this requirement.

6.11

The Draft EIR relies on an outmoded, obsolete 2005 technical report:

At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share.

6.12

This notion that increases in vehicle trips on an expanded highway results in long term reduction of trips on the adjacent road network is not supported by the studies of induced travel. Nor is it consistent with current guidance on evaluating induced travel available in Caltrans' *Transportation Analysis Framework*, and the OPR's *Technical Advisory On Evaluating Transportation Impacts in CEQA*.

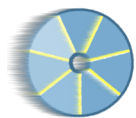
6.13

If the only induced traffic worthy of analysis at the regional level is trips diverted from other regions plus trip substitutions, that omits a major portion of the induced travel that happens on a local level. This is not consistent with CEQA guidance. The EIR's conclusion that "the induced travel impact at the regional level would be less than significant" is inconsistent with the research and CEQA guidance.

6.14

The failure to accurately estimate the impacts of induced travel makes it highly unlikely that the MTP/SCS meets state emissions standards set by the Air Resources Board.

6.15



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It also makes the analysis of air quality and health impacts, energy, and greenhouse gas impacts unreliable.

6.15

Research suggests that the travel demand model used for this EIR may be of limited accuracy. Could you please explain in detail how the following criticism applies to the model used for this EIR?

The travel time metrics are inaccurate because they rely on Static Traffic Assignment (STA), a 40-year old approach that routinely forecasts unfeasible future traffic flows that exceed capacity. Basing metrics on these impossible volumes produces invalid results. –Marshall, Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment (2018)

6.16

Inaccurate Measurement of Greenhouse Gas Emissions Reduction

3. The EIR mistakenly takes credit for state programs such as fuel economy standards to demonstrate that the region will meet its GHG reduction standards

The EIR reports that VMT will increase substantially:

THE 2045 MTP/SCS WOULD RESULT IN AN INCREASE TO DAILY VMT [vehicle miles traveled] PER CAPITA BETWEEN THE BASELINE 2020 CONDITIONS AND 2045 CONDITIONS.

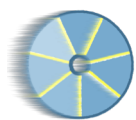
One would expect greenhouse gas emissions to rise accordingly. Instead, GHG emissions from vehicular travel are projected to decline by 26% in 2045 relative to the 2020 baseline year. (Table 4.8-3) The EIR explains that it counts state programs towards the reduction:

The estimated reduction in total mobile source emissions would be due to a combination of transportation improvements proposed in the 2045 MTP/SCS and State initiatives....At the State level, stricter fuel efficiency and vehicle emissions standards such as CAFE standards that will phase in over the planning period would decrease emissions from mobile sources, as reflected in EMFAC2017 emission factors.

6.17

It is an error to include state programs to demonstrate that the region will meet its GHG reduction standards:

It is important to note that the current SB 375 program does not allow MPOs to take credit for State programs that improve vehicle emission standards, changes



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in fuel composition, and other State measures that will reduce GHG emissions to demonstrate achievement of their regional targets.

- California Air Resources Board:
https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Updated_Final_Target_Staff_Report_2018.pdf

This memo from the Air Resources Board correctly interprets the legislative purpose of SB 375 which seeks to implement greenhouse gas emissions from land use and transportation planning in addition to state mandated measures such as fuel standards:

Section 1 (c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.

6.17

Counting state programs towards regional reduction targets is a major error requiring a recalculation of regional greenhouse gas emissions from transportation.

A recalculation is likely to reveal the region's failure to reach GHG reduction targets, based on the projection for 2045 GHG emissions that are slightly higher for the MTP/SCS than for the No Build Alternative. This indicates that the MTP/SCS contributes insignificantly, if at all, to GHG reduction.

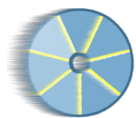
A recalculation requires that amended draft EIR be circulated, since it is likely the new calculation will substantially alter the impact analysis of air quality and health impacts, energy, transportation and land use.

Inadequate Alternatives Analysis

4. The Draft EIR violates CEQA Guidelines by invoking Level of Service to reject Alternative 3 as a feasible alternative.

Based on the above analysis and summary in Table 7-7, Alternative 3 is the environmentally superior alternative...However, Alternative 3 would substantially increase congested VMT and would result in increased delay for freight

6.18



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compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project...

It is unlawful to reject the environmentally superior alternative on the grounds of congestion impacts. ("Congested VMT" is defined in Appendix C as Level of Service E or F) Under SB 743, CEQA can no longer use roadway congestion as a measure of significance. The intent of SB 743 includes the following:

More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions. (Caltrans: Transportation Impacts Under CEQA)

This intent subordinates congestion relief to the state's goals for public health and GHG reduction.

CEQA Guidelines state, "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

5. The Draft EIR's failure to analyze induced travel results in an unsubstantiated conclusion that Alternative 3 would increase congestion.

The EIR's estimate that Alternative 3 would increase congestion relative to the MTP/SCS plan is unsupported because the EIR fails to analyze induced travel according to CEQA guidelines. (See #1 above)

6. The Draft EIR's opinion on the feasibility of Alternative 3 is not substantiated

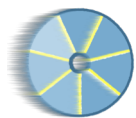
Alternative 3 may not be feasible in that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 3 to be implemented.

While AMBAG does not have authority to require changes in the general plans of local agencies, AMBAG has considerable authority to influence local jurisdictions. Under SB 375, AMBAG is required to identify areas to house the population of the region and to

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set forth a development pattern that is integrated with a transportation network which will reduce greenhouse gas emissions. A transportation project that is not listed in AMBAG's MTP/SCS cannot be developed. This gives AMBAG considerable influence over jurisdictions in the region, as well as Caltrans. Speculation that Alternative 3 "may not be feasible" is misleading.

6.20

7. The Draft EIR fails to list Alternative 2 as a superior alternative

Alternative 2 would result in mostly similar impacts [compared to MTP/SCS], with some reduced impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, and tribal cultural resources.

6.21

Since Alternative 2 would result in reduced impacts it should be clearly stated as superior to the MTP/SCS.

8. The Draft EIR fails to propose an alternative that will substantially meet state goals to reduce greenhouse gas emissions

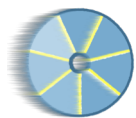
CEQA Guidelines require an EIR to set forth "those alternatives necessary to permit a reasoned choice." This draft EIR fails to provide a reasoned choice because it does not set forth an alternative that can make a significant contribution to the reduction of VMT and greenhouse gas emissions. For example it could have combined the features of Alternatives 2 and 3, which would result in significant reduction of impacts. Instead the Draft EIR sets up straw man alternatives whose performance is not significantly different than the MTP/SCS plan. This violates CEQA Guidelines that state, "The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project."

6.22

The Draft EIR rejected for analysis the Road Pricing Alternative and the Aggressive VMT Reduction Alternative for reasons that are unfounded:

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible...The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas.

6.23



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The statement does not take into account the EIR's statement that most growth under the MTP/SCS is planned for urban areas: *"Population and job growth are allocated principally within existing urban areas near public transit."* The EIR reports that development in rural areas is increasing as if that were a phenomenon that a MTP/SCS is impotent to affect. However, the mandate to impact the location of development is a core purpose of SB 375.

6.23

Heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing infill development and higher density in the AMBAG region may have very little impact on those long work trips.

6.24

This statement leaves out the jobs-housing imbalance within the region, that can and should be addressed by infill development near job centers.

tourist generated VMT would not decrease through higher density infill development or with transit improvements.

This statement ignores the potential for tourist travel on the enhanced regional rail system, and the potential for better integrating the Highway 17 express bus with Valley Transit Authority, and thereby with the wider SF Bay Area transit network.

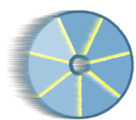
6.25

Other measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode.

This statement conflicts with the evidence from UCSC, where the cost of parking is a key factor resulting in a 17% transit mode share among faculty and staff, and a much higher transit mode share among students. The statement that highway tolls are only feasible where increased transit services are available makes the assumption that the region will not increase its transit service. The best examples of highway tolls reducing VMT are where the toll revenue supports transit service. The EIR makes a self-fulfilling prophecy, in which the decision not to prioritize transit service makes a viable option infeasible.

6.26

Therefore, an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.



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For the reasons stated above, this conclusion is unfounded.

6.26

The California State Transportation Agency, (CalSTA) has prepared the 2021 Climate Action Plan for Transportation Infrastructure (CalSTA 2021). The Climate Action Plan includes strategies to reduce VMT, including developing programs to policies to implement road pricing, also known as VMT fees. However, an alternative that aims to reduce VMT through substantially higher VMT fees would not be feasible in the AMBAG region, as these fees are only feasible in highly urbanized areas where measures like transportation demand management (TDM) strategies are highly effective. Because of the lower densities, rural areas tend to be automobile dependent.

The Draft EIR fails to mention that much of the region is urbanized, with population and job densities that support transit. In a 2018 talk sponsored by the Santa Cruz County Regional Transportation Commission, transit planner Jarrett Walker showed charts of population and job density and said, “For a community of your size and your density, let alone the degree of progressive values that operate in this community, you do not have very much transit.”

The EIR continues to make an unfounded claim that congestion pricing would not work in the region:

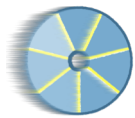
Most trips made by personal automobile on a relatively less congested roadway network which doesn’t favor tolling or congestion price strategies. There is often relatively little demand for alternative modes, such as transit, cycling and walk (such alternative travel modes are only feasible and cost effective for a shorter trip in length and time)

6.27

The statement that most trips occur on a “relatively less congested roadway network” is at odds with the reality experienced by many auto commuters. For example, Highway 1 in Santa Cruz County is just as congested as some major highways in large metropolitan areas, and would benefit from congestion pricing that supports express transit in bus-only lanes on the Highway. The Soquel Drive corridor is an exceptionally good candidate for congestion pricing due to the spill-over traffic from Highway 1. With congestion pricing, buses on Soquel Dr. would be more efficient. The same is true for the potential for congestion pricing at the two entrances to the UCSC campus, which would have the effect of stimulating demand for transit and cycling.

Because the AMBAG region does not contain areas with the same high density land uses and robust transit systems as these large metropolitan cities, and

6.28



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because AMBAG does not have the legal authority to impose VMT fees, this alternative was [not] considered as an alternative for detailed consideration in the EIR.

As with the EIR's earlier statement that AMBAG does not have the authority to channel development to urban areas instead of rural areas, the argument lacks merit. As stated above, there is significant potential for congestion pricing in the AMBAG area. AMBAG does not need the legal authority to impose VMT fees, since it has the authority to require such mitigations by jurisdictions in the region. AMBAG can work with Caltrans, which has a mandate to use road pricing to reduce VMT:

Expand toll lane use or develop other pricing-based strategy options: This option would consist of expanding the use of toll lanes or developing other pricing strategies, such as increasing parking prices in an area, to reduce VMT. - Caltrans, Transportation Analysis Under CEQA (2020)

Because the EIR did not propose an alternative that could better meet state goals for GHG emissions, the EIR's conclusion that 2045 MTP/SCS would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not valid. A plan resulting in lower VMT would waste less energy.

9. Some performance estimates are inconsistent with empirical realities

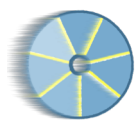
According to Appendix C, the percentage of jobs within a half mile of quality regional transit in Alternative 2 will be 31.7% and Alternative 3 will be 30.5%,---significantly higher than the 24.8% for the MTP/SCS plan. This significant advantage of the alternatives is not reflected in projected transit ridership. Since the EIR does not explain the assumptions that result in this conclusion, it is reasonable to surmise that the methodology for estimating transit ridership is less reliable than that of estimating where the jobs will be located.

There are other anomalies that cast doubt on the credibility of the analysis. For example the number of bicycle and walking trips in Alternative 2 is equal to that of the project—in spite of \$1.4 billion spent on alternative transportation in Alternative 2 compared to the project. Similarly, the number of transit trips for Alternative 3 is negligibly different from that of the project, in spite of \$2.2 billion spent on transit infrastructure compared to the project. This analysis suggests that significant investment in transit, bicycle and

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pedestrian infrastructure has no impact on people's behavior. However, empirical studies have shown the opposite.¹

EIR conclusions need to be based on supported facts and evidence. The EIR Draft needs to resolve the disparity between its conclusions and the research. Caltrans' Transportation Analysis Framework states:

Documentation of each fact relied upon, each inference derived from established facts and the logical approach taken to reach a conclusion are necessary so others, including a court if the matter is litigated, can follow the analytical path taken by the practitioner.

10. The MTP/SCS plans inadequately meet the project objectives

Project objectives include:

Healthy Communities. Protect the health of residents; foster efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.

Social Equity. Provide an equitable level of transportation services to all segments of the population.

The EIR acknowledges that funding for the transit and active transportation infrastructure envisioned by Alternatives 2 and 3 results from "less investment in local streets, roads, and highways compared to the proposed 2045 MTP/SCS." By prioritizing expenditures on roads and highways over active transportation and transit, the MTP/SCS negatively impacts all residents and especially low income sectors of the population that are more dependent on transit and active transportation. The result is a poverty of mobility, where those who don't drive are second class citizens. Auto dependency requires low income households to spend a greater percentage of income on transportation.²

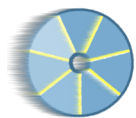
The health impacts of auto dependency are well researched.³ In U.S. cities, researchers blame traffic pollution for a quarter of all new childhood asthma cases.⁴ According to the Santa Cruz County Health Services Agency, 54% of fatal or serious injury crashes occur on 6% of county streets. More than half of these streets are in low income

¹ <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system->

² <https://www.planetizen.com/blogs/111535-automobile-dependency-unequal-burden>

³ Frumkin, Frank, Jackson, *Urban Sprawl and Public Health*;

⁴ <https://e360.yale.edu/digest/vehicle-pollution-causes-4-million-new-child-asthma-cases-every-year>



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neighborhoods.⁵ In our region, there is considerable overlap between low income people and brown people. Is the EIR required to conduct a racial equity analysis?

The road and highway expansion projects in the MTP worsen the community's auto dependency, which in turn has environmental impacts. The EIR is required to evaluate these impacts. CEQA Guidelines state:

If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant.

6.31

The EIR Needs to Require Mitigations

11. The EIR needs to mandate mitigation for increased VMT, rather than suggest that agencies "can and should" implement mitigations

Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project level increases are found to be potentially significant, implementing agencies shall, or can and should, identify and implement measures that reduce VMT.

6.32

As stated by Caltrans' Transportation Analysis under CEQA:

Where changes to the project or project alternatives cannot avoid or substantially lessen the significant impact, mitigation is required.

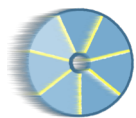
The Caltrans guidance also states that mitigations need to be identified early in the process:

As a project proceeds toward final design it becomes increasingly difficult to achieve feasible, proportional project-level VMT mitigation for a capacity-increasing roadway project. Therefore, for capacity-increasing projects, early coordination and scoping of mitigation opportunities is advisable.

12. The EIR needs to mandate VMT and greenhouse gas reduction mitigations that are proportional to their impact

6.33

⁵ Report: *The Impact of Traffic Violence on Santa Cruz County*



Campaign for Sustainable Transportation

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The mitigation measure must be “roughly proportional” to the impacts of the project. (Dolan v. City of Tigard, 512 U.S. 374 (1994).

6.33

13. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments.

It doesn't appear that the Draft EIR has satisfied the enforceability requirement or the the following requirements:

The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed by the lead, responsible or trustee agency or other persons which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion shall identify mitigation measures for each significant environmental effect identified in the EIR. -CEQA Guidelines

6.34

Nor does it appear that the Draft EIR has met the following requirement for monitoring mitigations.

Consistent with section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions

14. Requirement of a subsequent EIR for Highway Expansion Projects

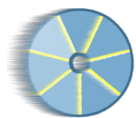
The Draft EIR should state that prior EIR's for highway expansion projects did not adequately address significant effects of vehicle miles traveled due to induced travel, because they were prepared before current CEQA and Caltrans guidance on estimating induced travel and the requirement to mitigate increased VMT and GHG emissions. The Draft EIR should state that a revised, updated EIR is required for these projects.

A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR...

If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. -CEQA Guidelines

6.35

If a later EIR for these highway projects is not performed, this would allow the MTP/SCS to sidestep its responsibility under state law to require mitigations for greenhouse gas emissions for these projects, since the prior EIR's for highway expansion do not require such mitigations.



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A striking example of a need for a revised EIR is the plan to include so-called “bus on shoulder” operations as part of the auxiliary lane construction on Highway 1 in Santa Cruz County. The Tier I EIR for the HOV Lane Project included analysis of constructing auxiliary lanes in the project area. However, there was not a single mention of Bus on Shoulder in the document. Thus the alternative configurations for bus-on-shoulder were not analyzed. This includes a bus-only lane on the shoulder of the highway. Such a configuration is the very definition of bus-on-shoulder as it exists in other cities. However, the proposed “bus on shoulder” as part of the Porter Ave to State Park Drive auxiliary lanes would operate buses in the auxiliary lanes where they would share the lanes with other vehicle traffic, resulting in a substantial delay for bus operations. This failure of environmental review to analyze the alternatives could result in significant loss of ridership potential.

6.35

Letter 6

COMMENTER: Rick Longinotti, Co-Chair, Campaign for Sustainable Transportation

DATE: January 31, 2022

Response 6.1

The commenter provides an introductory cover letter summarizing the comments they provide in the comment letter. The summary states the commenter is concerned the Draft EIR did not analyze induced travel according to state guidelines, resulting in inaccurate estimates for greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and that the Draft EIR inappropriately takes credit for state programs in calculating regional emission reductions. The summary further states the commenter's concerns that the Draft EIR did not formulate and analyze an alternative that would produce substantial reductions in GHG emissions and that the Draft EIR does not adequately require mitigation measures for GHG emissions. The commenter requests the EIR evaluate how the MTP/SCS perpetuation of auto dependency impacts the health and travel behavior of residents, especially low-income residents, and people of color. The comment letter further expands upon each concern summarized in this cover letter.

Responses to each point summarized in the introductory cover letter to the comment are provided below in Response 6.2 through Response 6.24.

Response 6.2

The commenter asserts that the Draft EIR fails to include a target for GHG emissions reduction in its objectives that is consistent with California legislation and Governor's Executive Orders. The commenter claims that the objectives of the 2045 MTP/SCS state "the primary objective of the 2045 MTP/SCS and the county level RTPs is to comply with applicable regulatory requirements," yet the 2045 MTP/SCS does not achieve the targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18.

The commenter is correct in that the 2045 MTP/SCS would conflict with the State's ability to achieve targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. As described under Impact GHG-4 beginning on page 4.8-25 of the Draft EIR, the analysis assumes that the 2045 MTP/SCS should achieve the same proportional GHG reductions as the State by the year 2030, or a 40 percent reduction in GHG emissions below 1990 levels. Although the projects, policies, and land use scenarios identified in the 2045 MTP/SCS are designed to align transportation and land use planning to reduce transportation related GHG emissions, the 2045 MTP/SCS would conflict with the State's ability to achieve the SB 32 GHG emissions reduction goal. Further, as described on page 4.8-27, because the plan would conflict with the State's ability to achieve the SB 32 GHG reduction target, it would also impede "substantial progress" toward meeting the reduction goals identified in Executive Orders (EO) S-3-05 and EO B-55-18. Mitigation Measures GHG-4(a) and GHG-4(b), beginning on page 4.8-28, would mitigate impacts from construction related GHG emissions and land use project energy consumption to the extent feasible, but cannot be guaranteed on a

project-by-project basis. Additionally, it is speculative at this time to forecast whether project level GHG emission reductions would be sufficient to achieve regionwide reduction in GHG emissions of 40 percent below 1990 levels by 2030. No additional feasible mitigation measures are available that would reduce emissions to trajectories consistent with SB 32, EO S-3-05, and EO B-55-18 GHG reduction goals. Therefore, impacts would remain significant and unavoidable.

As described on pages 2-7 and 2-8 of the Draft EIR, the primary objective of the 2045 MTP/SCS is to comply with applicable regulatory requirements, including California Transportation Commission Guidelines and SB 375, including SB 375's regional GHG reduction targets. The project would achieve this primary objective, as described on page 4.8-23 and 4.8-24 of the Draft EIR. Implementation of the MTP/SCS in the year 2035 would result in a decrease of per capita CO₂ emissions of 6.6 percent compared to 2005 conditions. Therefore, the 2045 MTP/SCS would achieve the SB 375 targets. This primary objective, and the other objectives of the project listed on pages 2-7 and 2-8, are the objectives or purpose of the 2045 MTP/SCS.

Achieving consistency with SB 32, EO S-3-05, and EO B-55-18 is not a formal objective of the 2045 MTP/SCS, and SB 32 and the Executive Orders are not "applicable regulatory requirements" with which the MTP/SCS must comply. The specific objectives of the 2045 MTP/SCS are stated on pages 2-7 and 2-8 of the Draft EIR and include ensuring that the SCS and the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies, and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

Consistency with SB 32, EO S-3-05, and EO B-55-18 was used a threshold of significance for determining the GHG impacts of the 2045 MTP/SCS (see Impact GHG-4 on page 4.8-25 of the Draft EIR), but it is not appropriate to add this objective of the 2045 MTP/SCS for the reasons stated above. Further, please note that a lead agency has considerable discretion to define its own project objectives, as long as they are sufficient to guide alternatives development. *California Oak Foundation v. Regents of University of California* (2010) 188 Cal. App. 4th 227, 273.

Response 6.3

The commenter opines that the Draft EIR fails to analyze the impacts of induced travel according to the State CEQA Guidelines.

As described on pages 4.15-27 and 4.15-28 of the Draft EIR, induced VMT of the proposed project is analyzed at a program level, consistent with the level of analysis throughout the entire Draft EIR. (Please also see Response 6.35 regarding applicability of a program EIR). As discussed on 4.15-28 of the Draft EIR, the SCS is intended to identify a land use strategy that supports the objectives of SB 375 to achieve, among other things: increased roadway

optimization, increased modes of travel other than single occupancy automobiles, increased access to jobs and amenities, minimized increases in VMT and reduced GHG emissions. Among the strategies to meet these goals is a mix of land uses balanced to minimize VMT and maximize the ability for residents and visitors of the region to conduct everyday activities without the need to travel by car. As a consequence, the RTDM and associated transportation system performance results discussed in this analysis capture the effects of land use changes on overall travel demand in the region. Although the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips, at the regional level these effects may be negligible compared to the overall amount of travel. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. The Draft EIR adequately evaluates induced VMT and no additional response to this comment is necessary.

Response 6.4

The commenter cites an excerpt from the State's Technical Advisory on Evaluating Transportation Impacts in CEQA related to a relationship between roadway capacity and induced VMT and opines that the Draft EIR denies the existence of this relationship. This excerpt pertains to the potential induced travel impacts of individual roadway capacity expansion projects, not to regional impacts of regional transportation plans such as the MTP/SCS.

The commenter's opinion that the Draft EIR denies or neglects to identify a relationship between roadway expansion and induced VMT is incorrect. For example, page 4.15-27 of the Draft EIR contains this statement: "Numerous studies and research suggest that an expansion of highway capacity may induce travel (Governor's Office of Planning and Research 2016; Handy 2015; Duranton & Turner 2011). According to the Governor's Office of Planning and Research (2016), the initial reduction in traffic congestion and travel times from increased capacity is attractive to travelers, resulting in more trips on the facility and increasing the total VMT." Please also refer to Response 6.3 above, which details the Draft EIR's discussion of induced VMT.

Response 6.5

The commenter opines that the Draft EIR denies the relationship of roadway expansion and VMT and instead claims that increasing roadway capacity would reduce VMT and GHG emissions, citing text from the Draft EIR pertaining to Alternative 2.

The commenter's assertion is incorrect. Please refer to the above Responses 6.3 and 6.4 for a detailed review of the Draft EIR's discussion and analysis of induced VMT. The Draft EIR excerpt cited by the commenter can be found on page 7-19 of the Draft EIR, which describes how although Alternative 2 was developed to reduce VMT, it did so by eliminating many roadway projects, some of which would reduce congested VMT and total VMT. A fundamental part of this statement is that only some of the many transportation projects that were eliminated for Alternative 2 would reduce congested and total VMT, rather than all transportation projects that were eliminated. Some of the transportation projects that were eliminated for Alternative 2 would increase VMT, which is why they were eliminated from Alternative 2, because this alternative was developed to reduce VMT. Both Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. Appendix C to the Draft EIR contains "performance metric data" which are the various metrics and measurements that AMBAG has calculated using the RTDM to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR.

Response 6.6

The commenter opines that the Draft EIR does not specify which transportation projects have been eliminated for Alternative 2 that would also reduce congested and total VMT.

The Draft EIR sections do not list all the transportation projects included in the 2045 MTP/SCS or the alternatives. Rather, Appendix B to the Draft contains the full list of transportation projects included in the 2045 MTP/SCS and Appendix G to the Draft EIR contains the full list of transportation projects included in each of the alternatives to the project, including Alternative 2. A comparison between the list of projects in Appendix B and Appendix G shows which projects are included in both the project and Alternative 2 and which projects are included only in the proposed project and eliminated from Alternative 2.

The requested information is within the Draft EIR appendices.

Response 6.7

The commenter opines that the Draft EIR does not evaluate the VMT and GHG impacts of the expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County, which are projects included in the 2045 MTP/SCS.

The commenter's opinion is not accurate, as the Draft EIR comprehensively evaluates the regional VMT and GHG impacts of all the transportation projects included in the 2045 MTP/SCS, including the expansion of Highway 101 projects mentioned by the commenter. As described above in Response 6.5, the VMT of the 2045 MTP/SCS, including its transportation projects, was modeled and determined using the RTDM. As described on page 4.8-16 of the Draft EIR, the California Air Resources Board (CARB) EMFAC2017 was used to determine the operational GHG emissions of the 2045 MTP/SCS, including its transportation projects.

Additionally, as discussed in the Introduction under 1.3, Type of Environmental Document (page 1-9), the Draft EIR is a program EIR, and analysis of impacts of second-tier projects

implementing the 2045 MTP/SCS is not required. (Please see Response 6.35 regarding applicability of a program EIR). Specific projects implementing the 2045 MTP/SCS are not defined to the level that would allow for the determination of project-specific significant impacts and appropriate mitigation measures. Specific environmental analysis of individual projects will be undertaken at the project-level by the appropriate implementing agency. Appropriate and feasible mitigation measures for the expansion of Highway 101 near Salinas and Highway 1 in Santa Cruz County would be determined under project specific environmental review.

Response 6.8

The commenter opines that the Draft EIR fails to analyze impacts of induced travel and does not utilize tools or recommendations for estimating induced travel that have been published by Caltrans' *Transportation Analysis Framework* (2020b).

As described above in Responses 6.3 and 6.5, the Draft EIR does evaluate induced VMT. Specifically, as described on pages 4.15-27 and 4.15-28 of the Draft EIR, induced VMT of the 2045 MTP/SCS is analyzed at a program level, consistent with the level of analysis throughout the entire Draft EIR. (Please see Response 6.35 regarding applicability of a program EIR). The Draft EIR determined the 2045 MTP/SCS would result in a less than significant impact related to induced VMT, as discussed on page 4.15-28 of the Draft EIR.

The publication mentioned by the commenter is a Caltrans 2020 document titled *Transportation Analysis Framework: First Edition* (Caltrans 2020b). As described on page iii of the Caltrans document, the *Transportation Analysis Framework* is intended to guide transportation impact analysis for specific projects on the State Highway System only; it is not intended as guidance for regional transportation plans such as the 2045 MTP/SCS.

Page 4.15-27 of the Draft EIR does discuss that some transportation projects in the 2045 MTP/SCS involve increasing roadway capacity, which based on numerous studies and research, could induce travel. As described on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel, and therefore, AMBAG is unable to provide a quantitative analysis of induced travel. Accordingly, AMBAG presents a qualitative analysis of induced travel in the Draft EIR, beginning on page 4.15-27. As described therein, the 2045 MTP/SCS includes projects which could induce travel based on numerous studies and research. As discussed on page 4.15-28 of the Draft EIR, as discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

In conclusion, the Draft EIR does evaluate induced VMT (see pages 4.15-27 and 4.15-28), and the methodology and recommendations in Caltrans' *Transportation Analysis Framework* document are not applicable to regional transportation plans.

Response 6.9

The commenter opines that the Draft EIR makes an unfounded claim that induced travel would be negligible because the Draft EIR also acknowledges that AMBAG is unable to quantify induced travel resulting from the transportation projects in the 2045 MTP/SCS.

The comment that the AMBAG RTDM is unable to model or quantify all induced travel is generally correct. As described on page 4.15-27 of the Draft EIR, projects that increase roadway capacity can, in some circumstances, change or affect trip-making decisions, including longer trips, changes in mode choice, route changes, newly generated trips, and land use changes. As discussed on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes or newly generated induced trips. Accordingly, the EIR provides a qualitative evaluation of induced VMT.

The commenter's opinion that the Draft EIR contains an unfounded determination about induced travel resulting from the 2045 MTP/SCS being negligible is inaccurate. Page 4.15-28 of the Draft EIR describes how induced travel of the project specifically from longer trips, changes in mode choice, route changes or newly generated induced trips would be negligible compared with the total amount of travel within a region. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

Response 6.10

The commenter describes how Caltrans' published guidance, *Transportation Analysis Framework*, offers a checklist for determining whether a transportation model can assess induced travel, and the commenter opines that the Draft EIR does not disclose if the AMBAG RTDM satisfies the Caltrans model guidance.

The commenter is referring to the 2020 Caltrans publication titled *Transportation Analysis Framework: First Edition*. As discussed in detail in Response 6.8, the Caltrans guidance is not applicable to regional transportation plans. Further, the Caltrans recommendations do not require a quantitative analysis of induced travel unless that type of analysis is available. As previously discussed in Response 6.9, above, page 4.15-28 of the Draft EIR describes how the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer

trips, changes in mode choice, route changes or newly generated induced trips. Accordingly, AMBAG prepared and present a qualitative analysis of induced travel on pages 4.15-27 and 4.15-28 of the Draft EIR. Regardless, the Draft EIR does describe how the AMBAG RTDM does not have the capacity to model or capture all induced travel.

Response 6.11

The commenter describes how the State Office of Planning and Research (OPR) has a 2018 publication identifying a measurable correlation between increased highway capacity and induced travel and that the publication notes that peer reviewed studies provide quantitative estimates of the induced VMT, which have found a long run elasticity between 0.6 and just over 1.0, meaning that every increase in lane miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The commenter applies the correlation factor to a specific project included in the 2045 MTP/SCS and determines that the increase in VMT is not negligible compared to the overall amount of travel in the region. The commenter asks that the Draft EIR describe in detail how it fulfilled the OPR's guidance regarding determining the total lane-miles over an area that fully captures travel behavior changes resulting from the project.

The 2018 OPR publication to which the commenter refers describes travel elasticity, meaning a relation or correlation between roadway expansion and induced travel. Specifically, the publication describes that most studies have concluded elasticity of 0.6 to just over 1.0, meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. However, the 2018 publication, on page 20, also states that it is unsuitable to use this elasticity method to rural (non-MPO) locations in California which are neither congested nor projected to become congested. While AMBAG is an MPO, large areas of the AMBAG region are rural and consist of rural agricultural uses or undeveloped forest and open space, such as the wooded Santa Cruz Mountains. While there is routinely congestion in specific locations in the AMBAG region, such as Pacific Avenue in the City of Santa Cruz, taken as a collected region, the AMBAG region is not metropolitan or congested. An example of a metropolitan area and congested area is the San Francisco Bay Area. Therefore, using the cited ranges of elasticity to determine or calculate induced travel of the roadway expansion projects included in the 2045 MTP/SCS is not appropriate and would not accurately estimate induced travel impacts. Further, the research cited by the OPR publication is directly applicable to specific roadway projects that increase capacity, not to regional transportation plans.

The concept that road elasticity methodology is unsuited for rural areas is supported by recent guidance published in 2022 by Fehr & Peers for assessing induced travel impacts.¹ Fehr & Peers is a private transportation consulting firm that has become a leader in methodologies for assessing VMT in California. According to the 2022 publication, elasticity is largely based on existing congestion, and the congestion in suburban and rural areas is not severe enough

¹ Fehr & Peers. 2022. Induced Vehicle Travel Impacts Analysis: Technical Guidance – 1.0. Retrieved on February 27, 2022, from <https://www.fehrandpeers.com/wp-content/uploads/2022/01/FP-Induced-Vehicle-Travel-Analysis-Technical-Guidance-1.0-January-2022-1.pdf>

to suppress existing vehicle trip making. In other words, everyone who wants to use a car in rural areas already uses a car because there is no congestion severe enough to discourage them from using their car for transportation. According to Fehr & Peers, in these rural settings, further increases in VMT would not be reasonable to assume due to a roadway capacity project. Based on the above analysis, it would not be appropriate or accurate for AMBAG to apply elasticity studies to the AMBAG region given how much of the region is rural and without congestion, and given that these studies are not directly applicable to regional transportation plans.

Response 6.12

The commenter opines that the Draft EIR relies on an outdated and obsolete technical report to determine that induced travel impacts would be less than significant.

The commenter is referring to the Federal Highway Administration's (FHWA) document, which as discussed on page 4.15-28 of the Draft EIR, is titled: *HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand*. The FHWA published this document in August 2005. Although the document was published in 2005, the document describes conditions that have been measured or observed on highways regarding induced travel. This information is still relevant.

Other studies and research that pertain to assessing induced travel have been published since 2005. For example, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* in 2018, and this document contains advice on assessing induced travel. However, the 2018 OPR document does not focus on the travel behaviors and characteristics of areas similar to the AMBAG region, or on evaluating VMT impacts of regional transportation plan. AMBAG has used reliable and verified information available for the analysis of induced travel in the Draft EIR that is also applicable to characteristics of the AMBAG region, such as small concentrated urban areas with vast rural and agricultural areas. In other words, while very recent induced travel guidance can be found, it generally was developed based on circumstances in very urbanized areas and major cities, unlike the AMBAG region, and it is applicable to specific roadway projects that increase capacity, not to regional transportation plans.

Response 6.13

The commenter asserts that the Draft EIR determination that increased vehicle trips on an expanded highway results in reduction of trips on the adjacent roadwork network is unsupported by induced travel studies. The commenter also opines that this determination is inconsistent with Caltrans' *Transportation Analysis Framework: First Edition* (2020) and OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018). As mentioned in Responses 6.10 and 6.11, these guidance documents are not applicable to regional transportation plans.

Further, generally, the AMBAG region can be described as urbanized to suburban in areas adjacent to or within several miles of the shoreline of the Monterey Bay (e.g., the cities of Pacific Grove, Monterey, Seaside, Watsonville, and Santa Cruz). This urbanized area of the

AMBAG region has more transportation mode choices than other, more rural parts of the AMBAG region. For example, there is a pedestrian and bicycle path (the Monterey Bay Coastal Trail) linking the cities of Seaside, Monterey, Pacific Grove. While some people may utilize this trail to strictly avoid operating a car in traffic congestion between these two cities, and these people could shift to using an automobile if traffic is relieved, this represents only a limited area of the AMBAG region and most people use the trail for passive recreation. Large areas of the AMBAG region are rural with no or few transportation mode choices. For example, other than using a passenger vehicle, there are few options to travel between the City of Hollister and the City of Monterey that are more appealing than a passenger vehicle. According to Google Maps, driving a car between these two destinations requires approximately 1 hour, depending on the exact route selected, while a bus trip requires almost 4 hours to make the same trip during an ordinary weekday. Given that people have a choice of an approximately 1-hour trip or a 4-hour trip between these destinations, most people will choose the 1-hour trip because it requires substantially less time. Thus, these people will choose to use passenger vehicles and generate VMT in the process. These people may choose their route between destinations based on traffic congestion. For example, a person may choose to detour to local streets to bypass a reported traffic congestion situation on the highway or most direct route between the destinations. If the traffic congestion is lessened or made less severe (i.e., time consuming), the person may instead utilize the regional highway for the entire trip rather than detouring to avoid it. Given the vast areas of rural and agricultural land in the AMBAG region, it is reasonable to assume that specific to the AMBAG region, local VMT does typically shift to trips on a nearby highway after that highway is expanded or improves, thereby eliminating the reason people were choosing to use local roads to travel between rural destinations.

As described on page 4.15-28 of the Draft EIR, the determination that induced travel resulting from the 2045 MTP/SCS would be negligible on a regional level is supported by the FHWA's *HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand* (2005), which states, "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." As such, the Draft EIR determines that additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. The commenter provides no references to or description of which induced travel studies they are referring to, and so it is not possible to provide additional response on whether the Draft EIR conflicts with these particular studies the commenter references.

Response 6.14

The commenter asserts that by focusing on induced travel at the regional level, the Draft EIR omits what they feel is a "major portion" of induced travel that occurs at a localized level. The commenter opines that this omission and the Draft EIR's conclusion finding induced

travel at the regional level would be less than significant is inconsistent with CEQA guidance and other research.

The commenter does not define or provide quantification of what they mean by major portion of induced travel in their comment. As described on page 4.15-27 of the Draft EIR, projects that increase roadway capacity can, in some circumstances, change or affect trip-making decisions, including longer trips, changes in mode choice, route changes, newly generated trips, and land use changes. As discussed on page 4.15-28 of the Draft EIR, the AMBAG RTDM does not specifically evaluate induced travel from the perspective of longer trips, changes in mode choice, route changes, or newly generated induced trips. However, page 4.15-28 of the Draft EIR describes how induced travel of the project specifically from longer trips, changes in mode choice, route changes, or newly generated induced trips would be negligible compared with the total amount of travel within a region. As discussed in the Federal Highway Administration's "HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand" (August 2005), "If the demand is for a single facility, then induced traffic will appear large relative to previous volumes, because most of the change in trips will be from diverted trips. At the regional level, induced traffic would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share." Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant.

The commenter does not specify what CEQA guidance and research the Draft EIR is inconsistent with. However, based on earlier parts of this comment letter, it is reasonable to assume they are referring to one or more of the following:

- *Transportation Analysis Framework: First Edition* (Caltrans 2020)
- *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018).

As mentioned in Responses 6.10 and 6.11, these guidance documents are not applicable to regional transportation plans.

Additionally, as discussed in Section 1.3 beginning on page 1-9 of the Draft EIR, the Draft EIR is a Program EIR. As stated in CEQA Guidelines Section 15168, Program EIRs are not required to analyze site-specific impacts of individual projects as many of the projects within the 2045 MTP/SCS are not currently defined to the level that would allow for the determination of such impacts. The Draft EIR serves as a first-tier environmental document under CEQA, which supports second-tier environmental documents such as transportation, land use, and development projects associated with the 2045 MTP/SCS. Site-specific impacts, such as localized project impacts, will be fully evaluated and mitigation measures fully identified in a second-tier project level CEQA review process.

Response 6.15

The commenter expresses an opinion that the 2045 MTP/SCS may not achieve emissions standards set by CARB because AMBAG cannot quantify induced travel, which generates emissions. The commenter also opines that because of this same reason, the air quality and health impacts, energy, and GHG impacts described in the Draft EIR may be unreliable.

As described on page 4.15-28 of the Draft EIR, at the regional level, induced traffic resulting from the 2045 MTP/SCS would be a smaller share of total traffic growth, because only trips diverted from other regions, plus substitutions between transportation and other goods, make up the induced share. Therefore, as discussed on page 4.15-28 of the Draft EIR, additional VMT resulting specifically from induced travel demand would not be substantial, and the induced travel impact at the regional level would be less than significant. Because there would not be substantial increased induced travel, there would be no substantial increased air quality or GHG emissions, as well as energy consumption, resulting from induced travel in the AMBAG region. Therefore, the GHG emission reductions achieved by the 2045 MTP/SCS would continue to achieve CARB's reduction target set through SB 375, as described on pages 4.8-23 and 4.8-24 of the Draft EIR.

As described in Impact AQ-3 beginning on page 4.3-31 of the Draft EIR, implementation of the 2045 MTP/SCS would result in emissions of air pollutants that exceed significance thresholds. Impacts would be significant and unavoidable. Likewise, as described in Impact GHG-4 beginning on page 4.8-25 of the Draft EIR, implementation of the 2045 MTP/SCS would result in GHG emissions that exceed significance thresholds, and impacts would be significant and unavoidable. Therefore, even if the AMBAG RTDM was capable of quantifying induced travel in the AMBAG region, the significance of applicable impacts in the Draft EIR would not change because they are already significant and unavoidable. Additionally, because induced travel is negligible on a regional level, the impacts analysis air quality and GHG emissions are in fact "reliable," and impacts conclusions would not change.

Response 6.16

The commenter provides an excerpt from a 2018 study that describes how some transportation models provide inaccurate travel time metrics and opines that the AMBAG RTDM may be of limited accuracy. The commenter requests an explanation regarding how the AMBAG RTDM used in the Draft EIR relates to the travel time metrics described in the 2018 study.

This comment pertains to the AMBAG RTDM, and is similar to comment 6.5. Please see Response 6.5, above. As described therein, the AMBAG RTDM has been peer reviewed and meets best practice standards. A Federal Highway Administration (FHWA) sponsored TMIP peer review was conducted in 2013 to review the AMBAG model and discuss future model needs and improvements. The Metropolitan Transportation Plan (MTP) determines what transportation projects are programmed into the RTDM. The existing RTDM reflects transportation projects adopted by the AMBAG Board of Directors in June 2018. The 2022 AMBAG RTDM is an updated travel demand model estimated and calibrated to 2015 conditions. The model updates and improves upon the 2015 base year update performed in

2018. The 2022 RTDM is estimated and calibrated using survey data from the 2012 California Household Travel Survey (CHTS) and the 2017 National Household Transportation Survey (NHTS), Census, employment, and traffic data for the 2015 base year utilized for the 2045 MTP/SCS.

The AMBAG RTDM model is accurate and utilizes advance techniques to capture travel behavior at a more individual level and incorporates disaggregate level data into some of the modeling stages. The primary reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and includes models for trip generation, trip distribution, mode choice, and trip assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

AMBAG's RTDM utilizes travel time variable at multiple stages such as trip distribution (destination choice and gravity models), mode choice and traffic assignments (highway and transit) as a critical input which predicts best suitable travel time for each trip purpose separately for peak period and off-peak period as well as for rural and urban areas of the AMBAG region. Specifically, technical details on each stage are highlighted below. For more information on the AMBAG's RTDM, please see Appendix F of the 2045 MTP/SCS.

- To better predict travel choices, the shortest paths were computed from zone to zone based on travel time and estimated congested travel times were skimmed from the least cost paths utilized in the traffic assignment stage.
- The trip length for each trip purpose was determined based on the shortest path matrix. Using the household survey weights, the trip length frequencies were determined on a minute-by-minute basis for each of the trip purposes.
- Custom parameters were developed for each trip purpose and by urban and rural classification. This allowed urban and rural regions to have different trip lengths (time and distance).
- One of the key measures of calibration in the trip distribution model is the comparison of modeled trip lengths, in minutes, and observed trip lengths derived from the travel survey.
- Congested highway and transit skims (including in-vehicle and egress walk times) were also used as one of the mode choice coefficients in the AMBAG RTDM mode choice model.
- The Bi-Conjugate User Equilibrium (NCFW) method is used for the highway assignment steps. The objective of the User Equilibrium-based model is to attempt to assign the traffic flow in such a manner to find a solution where no user can improve his or her travel time from their origin to destination by choosing a different path. The User Equilibrium

method begins by assigning all trips to the shortest routes based upon free flow travel time. Based on the volume assigned to each link, a congested travel time is estimated based on the follow delay function. Using the congested time, alternate paths are sought, and flow is moved from one path to another until the User Equilibrium solution is approximated as measured by the relative gap. The model is run to either a maximum of 250 iterations per assignment period or a relative gap of 1e-4, whichever is achieved first. Most assignments for AMBAG converge in about 60-100 iterations in the most congested time periods (AM and PM peak periods).

Aside from the fact that AMBAG utilizes a calibrated and peer reviewed model (i.e., RTDM), the EIR does not utilize travel time metrics to determine the significance of impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, no metrics of travel time were used.

Response 6.17

The commenter claims that the EIR takes credit for State programs, such as stricter fuel efficiency and CAFE standards, to demonstrate that the AMBAG region would meet its GHG reduction targets under the 2045 MTP/SCS. The commenter provides a 2018 statement from CARB that states MPOs cannot take credit for State programs or measures that will reduce GHG emissions to demonstrate achievement of regional targets. The commenter asserts counting state programs towards regional reduction targets is an error requiring a recalculation of project related GHG emissions and recalculation would show the region's failure to reach GHG reduction targets, based on the projection showing higher GHG emissions for the MTP/SCS than for the No Build Alternative. The commenter states a recalculation of these reduction targets requires a recirculation of the amended Draft EIR.

The comment mistakenly references Table 4.8-3 as applicable to SB 375 GHG emissions calculations for light duty vehicles. The EIR uses that table to estimate total GHG emissions for Impact GHG-2, not SB 375 per capita GHG emissions for light duty vehicles in Impact GHG-3. Table 4.8-3 and the supporting text excerpted by the commenter do not apply to Impact GHG-3.

As described in Impact GHG-3 on pages 4.8-23 through 4.8-24 of the Draft EIR, implementation of the 2045 MTP/SCS would be consistent with AMBAG's SB 375 GHG reduction targets of zero percent in 2020 and five percent in 2035. These projections do not account for any additional measures from the current SB 32 Scoping Plan to further reduce passenger vehicle GHG emissions and are, therefore, conservative.

The per capita GHG reductions presented in Table 4.8-4 of the Draft EIR do not rely on State programs that improve vehicle emission standards, changes in fuel composition and other State measures that reduce GHG emissions. As described on page 4.8-23 of the Draft EIR as well as Chapter 5 of the 2045 MTP/SCS, to determine whether the 2045 MTP/SCS would allow AMBAG to meet its SB 375 reduction targets, per capita CO₂ emissions were calculated by multiplying the emission factors by the VMT from passenger vehicles and dividing by the region's population. For the analysis, emission factors were generated using the SB 375

template in EMFAC 2014, which deactivates Advanced Clean Cars (Pavley) and Low Carbon Fuel Standards, and do not account for electric vehicles. Pursuant to the current 2019 guidance from CARB, the modeling accounts for 100 percent of Internal-External and External-Internal travel and no through travel (i.e., External-External Trips) (CARB 2019a). In addition, the following off-model adjustments were made to adjust the VMT from passenger vehicles based on the projects included in the 2045 MTP/SCS:

- Increased work from home,
- Implementation of travel demand management,
- Incentives to promote zero emissions vehicles,
- Implementation of transportation system management,
- Construction of active transportation, and
- Development of high-quality transit projects near land uses developments.

The above off-model techniques were based on academic literature reviews, collaboration with other MPOs and consultation with CARB's transportation and land-use related policies (CARB 2019b). Off-model adjustments were computed for 2020 and 2035 since these factors cannot be modelled and have significant effects on VMT reduction, which is used to assess whether the 2045 MTP/SCS would allow the region to meet AMBAG's SB 375 reduction targets.

Additionally, please refer to the "Methodology to Estimate Performance Measures" section in Appendix G to the 2045 MTP/SCS, which describes the methodology used to calculate the regional performance measures. In summary, the SB 375 per capita GHG emissions presented in the Draft EIR did not factor in State programs that improve vehicle emission standards, changes in fuel composition, or other State measures that reduce GHG emissions. Thus, recalculation of regional GHG emissions from transportation is not required, and a recirculated Draft EIR is not required.

Response 6.18

The commenter asserts that the Draft EIR violates the *CEQA Guidelines* by using the Level of Service (LOS) metric to reject Alternative 3 as a feasible alternative to the 2045 MTP/SCS. The commenter further opines that the thresholds used to determine the significance of transportation impacts of the proposed project and alternatives cannot include vehicle delay metrics, such as LOS. The commenter asserts that the Draft EIR describes Alternative 3 as failing to meet mobility goals of the project because Alternative 3 would result in increased congested VMT and truck delay.

The commenter is correct that automobile delay has been eliminated as a significant environmental impact metric or measurement for purposes of CEQA except for specific types of transportation projects (see CEQA Guidelines Section 15064.3(a) and SB 743). Consistent with SB 743 and CEQA Guidelines Section 15064.3, the Draft EIR does not utilize metrics of delay as significance thresholds for transportation impacts. Page 7-36 of the Draft EIR, in regard to Alternative 3, discusses objectives of the project and not thresholds of significance

for impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, there are no metrics of vehicle delay listed, including average work trip travel time during peak period or truck delay hours. The thresholds of significance list on pages 4.15-21 and 4.15-22 of the Draft EIR were also used to evaluate the transportation impacts of alternatives to the proposed project, found in Section 7, *Alternatives*. The Draft EIR uses no metric of automobile delay to determine the significance of transportation impacts.

The commenter is correct that the Draft EIR describes Alternative 3 as failing to meet the mobility goals of the project due to substantial increases in congested VMT and freight delays (see Draft EIR page 7-36). However, the commenter has incorrectly determined this statement or description in the Draft EIR as either an impact or a significance threshold by which impacts are quantified. Mobility goals are not impacts of the proposed project, but instead just one of the goals that AMBAG has included for its 2045 MTP/SCS.

Finally, the Draft EIR does not “reject” Alternative 3 because of impacts on congested VMT and freight delays; it just indicates that this is one disadvantage of Alternative 3.

Response 6.19

The commenter asserts that the Draft EIR fails to analyze induced travel, and as a result, the Draft EIR makes an unsubstantiated conclusion that Alternative 3 would increase congestion.

This comment is similar to comment 6.8 and 6.9. Please see Responses 6.8 and 6.9 above. Therein, it is explained that the 2045 MTP/SCS includes projects that would expand highway capacity, such as adding additional travel lanes to Highway 101 near Salinas, which may induce travel. As described on page 4.15-28 of the Draft EIR, although the AMBAG RTDM does not specifically quantify induced travel, at the regional level, the effects of induced travel may be negligible compared to the overall amount of travel. This statement is supported by the Federal Highway Administration’s “HERS-ST Highway Economic Requirements System - State Version: Technical Report - Appendix B: Induced Traffic and Induced Demand” (page 4.15-28 of the Draft EIR).

Additionally, the Draft EIR does substantiate statements that Alternative 3 would increase congestion. Appendix C to the Draft EIR contains the “performance metric data.” Performance metric data are the various metrics and measurements that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The Draft EIR analysis appropriately utilizes the RTDM to determine

Alternative 3 would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS.

Response 6.20

The commenter asserts that the Draft EIR is unsubstantiated in its opinion that Alternative 3 may not be feasible, which is misleading. While the Draft EIR does state that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans, the commenter claims that AMBAG does have considerable influence over local agencies, citing SB 375's requirement to set forth a development pattern integrated with a transportation network that would reduce GHG emissions. The commenter further states that a transportation project that is not included in the 2045 MTP/SCS cannot be developed, which gives AMBAG considerable influence over jurisdictions in the region, as well as Caltrans.

The commenter is speculative in its assertion that AMBAG has considerable influence over local agencies. AMBAG provides policy guidance for local agencies. As discussed within Chapter 2, *Project Description*, on page 2-3 of the Draft EIR, SB 375 specifically states that nothing in the law changes local governments' local land use authorities. The 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose, as discussed on page 2-2 of the Draft EIR.

The commenter's claim that a transportation project that is not included in the 2045 MTP/SCS cannot be developed is misleading. While most, if not all, transportation projects that occur in Monterey, San Benito, and Santa Cruz counties are listed within the 2045 MTP/SCS, it is not a requirement for local project approval. Transportation projects often undergo a lengthy development process and are planned far in advance, which is why most are considered under the 2045 MTP/SCS. However, the planning year for the 2045 MTP/SCS is 2045, which is over 20 years from the date of preparation of this EIR. It is not possible to foresee all the reasons that a local or regional agency or Caltrans may propose a transportation project. For example, the unplanned CZU fire in Santa Cruz County in 2020 resulted in substantial damage to State Route 236, which is now undergoing repair and construction. This project is an example of a transportation project that could be implemented in the AMBAG region despite also not being included in the 2045 MTP/SCS.

Response 6.21

The commenter claims that the Draft EIR fails to list Alternative 2 as a superior alternative to the MTP/SCS, on the basis that Alternative 2 would result in mostly similar impacts to the 2045 MTP/SCS as proposed with some reduced impacts to several environmental resource areas.

Section 15126.6 of the State CEQA Guidelines suggests that an EIR must identify a single environmentally superior alternative. Only one alternative can be designated as the environmentally superior, and it effectively has to be an alternative that has the most reduced environmental impact compared to the proposed project and is also not the "no project" alternative.

The commenter is correct in stating that Alternative 2 would result in mostly similar impacts as the 2045 MTP/SCS, as discussed on page 7-36 of the Draft EIR. As such, this alternative would result in the same conflicts with land use plans, policies, and regulations as the 2045 MTP/SCS. While Alternative 2 would result in the same development pattern, it would not reduce impacts to the same extent as Alternative 3. Alternative 2 includes more than \$1.4 billion more funding for active transportation and transit projects than is available in the proposed 2045 MTP/SCS. These include active transportation projects that were not included in the proposed 2045 MTP/SCS. This alternative includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS. Whereas Alternative 2 restructures transportation project, Alternative 3 modifies land use as well as reduces VMT. Overall, while both Alternative 2 and Alternative 3 would reduce some impacts of the proposed project, Alternative 3 would reduce the impacts to a greater extent than Alternative 2, as shown in Table 7-7 beginning on Draft EIR page 7-37. Therefore, Alternative 3 is the environmentally superior alternative, as described on page 7-36 of the Draft EIR.

Response 6.22

The commenter asserts that the Draft EIR fails to propose an alternative that will substantially meet State goals to reduce GHG emissions. The commenter suggests that the combination of Alternatives 2 and 3 would result in a significant reduction in GHG emissions. The commenter claims that the alternatives considered by the Draft EIR do not significantly differ from the MTP/SCS as proposed, violating CEQA's requirement that alternatives be limited to ones that would avoid or substantially lessen any of the significant effects of the project.

Pursuant to Section 15126.6 of the State CEQA Guidelines, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR, consistent with Section 15126.6 of the State CEQA Guidelines. The commenter provides no details or explanation of how the features of Alternative 2 and Alternative 3 could be combined into a single alternative that would further reduce GHG impacts than either alternative alone. Because the commenter does not explain or define what is meant by combining the features of these two alternatives or how the combination would result in significant reduction of impacts, it is impossible to evaluate the commenter's suggested and vague alternative. However, generally, the commenter's suggested alternative would be similar to Alternative 2 and Alternative 3, since the commenter suggested a combination of these two alternatives. Because the Draft EIR provides an analysis of two alternatives that are, when combined,

similar to the commenter's suggested alternative, it is unnecessary and duplicative to evaluate the commenter's suggested alternative on its own.

The commenter provides insufficient detail on their suggested alternative to conclude whether their claims that it would reduce GHG impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce the GHG impacts is incorrect. As shown in Table 7-4 on page 7-20 of the Draft EIR, Alternative 2 would result in slightly higher GHG emissions compared with the proposed project. Therefore, compared to the proposed project, Alternative 2 would slightly increase the severity of GHG emissions impacts. As shown in Table 7-6 on page 7-30 of the Draft EIR, Alternative 3 would slightly decrease total GHG emissions by 12,025 MT CO₂e/year, or 0.29 percent, compared with the proposed project. Per capita emissions would decrease from 4.77 to 4.76 MT CO₂e per service population per year, a decrease of 0.01 percent, compared to the proposed project. This decrease is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS, as discussed on page 7-30 of the Draft EIR.

Additionally, as described in Response 7.4 later in this document, using its RTDM, AMBAG modeled a modified version of Alternative 3, referred to as Alternative 3A, at the suggestion of a different commenter. Although Alternative 3A is a modified version of Alternative 3, the modifications incorporate some aspects of Alternative 2. In other words, Alternative 3A is representative of a combination of Alternative 3 and Alternative 2. As discussed in Response 7.4, Alternative 3A would not substantially decrease GHG emissions. Accordingly, an alternative as suggested by the commenter consisting of a combination of Alternative 2 and Alternative 3 in the Draft EIR would not reduce the significance of GHG impacts.

In summary, the commenter recommends a new alternative that is a combination of two alternatives already evaluated in detail in the Draft EIR. Both alternatives result in different total GHG emissions but a similar level of impact severity as the proposed project for the impacts of concern to and identified by the commenter. Additionally, because the commenter's suggested alternative is a combination of two alternatives already evaluated in the Draft EIR, it is unnecessary to include the recommended alternative. The commenter also provides insufficient detail to develop such an alternative for inclusion and analysis in the Draft EIR.

Also, note that the Draft EIR documents why there are no feasible alternatives that would significantly reduce the proposed project's significant VMT and GHG impact. Please see Response 7.2 for a detailed explanation.

Response 6.23

The commenter asserts that the Draft EIR rejected the Road Pricing Alternative and the Aggressive VMT Reduction Alternative as infeasible because rural areas of the AMBAG region are experiencing higher growth in housing and employment than urban areas. The commenter claims this is contradictory to another statement in the Draft EIR, which states

that population and job growth are allocated principally within existing urban areas near public transit, specifically citing the role of SB 375 in impacting the location of development.

This comment reflects a misunderstanding about existing circumstances or trends in housing and employment in the AMBAG region versus the land use scenario envisioned in the 2045 MTP/SCS. While the AMBAG region is experiencing higher growth in rural areas, this is not the land use scenario envisioned in the 2045 MTP/SCS and described in the Draft EIR. As discussed on page 2-23 of the Draft EIR, the 2045 MTP/SCS includes a preferred land use and transportation scenario that would enable the AMBAG region to meet the GHG reduction targets established by CARB through SB 375. The 2045 MTP/SCS simultaneously addresses the region's transportation needs and encourages infill development near transit investments to reduce VMT and overall GHG emissions. This strategy selectively increases residential and commercial land use capacity within transit corridors in existing urban areas, shifting a greater share of future growth to these corridors. In other words, the 2045 MTP/SCS does not envision the continuation of the existing trend of rural growth, but instead envisions locating growth in urban areas near transit and alternative transportation mode facilities. The Draft EIR evaluates the potential impacts of the 2045 MTP/SCS, including the land use scenario envisioned in the 2045 MTP/SCS.

Response 6.24

The commenter asserts that a statement in the Draft EIR about employment in the San Francisco Bay Area does not address the jobs-housing imbalance within the region and should be addressed by infill development near job centers.

AMBAG or the 2045 MTP/SCS are unable to prevent residents of the AMBAG region from commuting to the San Francisco Bay Area for employment. However, the 2045 MTP/SCS can encourage or plan for improved transportation and alternative transportation modes within the AMBAG region to reduce the adverse impacts of vehicle travel, such as GHG emissions. Additionally, the 2045 MTP/SCS includes a land use scenario that would encourage placing residences and jobs in proximity to one another to reduce the need for lengthy commutes in passenger vehicles, including commutes into the San Francisco Bay Area. The SCS land use scenario assumes increased density via infill development and mixed use in existing commercial corridors in combination with high quality transit service that includes bus service that has headways of 15 minutes or less during the peak period or rail service. By combining increased density and accessibility to transit there is a higher likelihood that people will choose to use transit rather than drive to maximize VMT reduction.

As discussed within Section 4.13, *Population and Housing*, the Draft EIR acknowledges the role of infill development as a main priority of the 2045 MTP/SCS (page 4.13-13). The land use scenario envisioned by the 2045 MTP/SCS would encourage infill, mixed use, and TOD within existing urbanized areas. This type of development would promote the use of existing vacant or underutilized properties and would locate people closer to existing employment, goods, and services within established communities. As discussed above in Response 6.20, the 2045 MTP/SCS provides a regional policy foundation that local governments may build upon, if they so choose. However, AMBAG cannot change or override local governments local

land use authorities and cannot prevent people from choosing to reside in the AMBAG region and work in the San Francisco Bay Area.

Response 6.25

The commenter provides a quote from the Draft EIR that states tourist generated VMT would not decrease through higher density infill development or with transit improvements. The commenter asserts that this statement does not address the potential for tourist travel on the enhanced regional rail system and the potential for the Highway 17 express bus to be part of the Valley Transit Authority transit network.

Higher density infill development would not substantially reduce tourist generated VMT because infill development typically consists of commercial development for the surrounding community or residential development, which tourists typically do not purchase, rent, or otherwise reside or occupy. Tourists tend to visit the AMBAG region by car, given the size of the region, its rural character, and lack of a robust and connected alternative transportation mode network. A regional rail system would facilitate movement of residents and workers in the AMBAG region. It could also be used by tourists, but these tourists would still largely be arriving to AMBAG region using passenger vehicles given the lack of other options, although a fraction of tourists may arrive by plane. The Highway 17 express bus already provides a connection to the Valley Transit Authority transit network at the Diridon Station in downtown San Jose (Santa Cruz Metropolitan Transit District 2022).² This is an existing condition and does not need to be a planned transit project in the 2045 MTP/SCS.

Response 6.26

The commenter provides a quote from the Draft EIR that states higher parking fees and highway tolls are only feasible in highly urbanized areas where increased transit services are available. The commenter claims that this statement conflicts with evidence from UC Santa Cruz, where the cost of parking resulted in 17 percent transit mode share among faculty and staff and a higher transit mode share among students. The commenter claims that AMBAG's decision to not prioritize transit service in the MTP/SCS makes transit-oriented alternatives infeasible.

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible. Parking fees and highway tolls were determined to be an infeasible alternative for the proposed project due to a lack of increased transit services. The Draft EIR page 7-4 determines that measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode. Therefore, an aggressive VMT reduction alternative was not considered as an alternative for detailed consideration in this EIR.

Parking standards at University of California, Santa Cruz (UCSC) are not representative or easily translated across the AMBAG region. UCSC is characterized by a primarily young,

² Santa Cruz Metropolitan Transit District. 2022. Schedule: 17 – Highway 17 Express. Retrieved on February 27, 2022, from https://www.scmtd.com/en/routes/20191/17/wd_ob

student population. A large majority of housing is provided on-campus for students to live and does not require the use of a vehicle. In other words, UCSC is a college campus that does not operate in the same way as a large three-county region with a diverse assortment of land uses and population age groups.

Additionally, heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing parking fees and highway tolls in the AMBAG region may have very little impact on those long work trips because people are parking near their jobs in the San Francisco Bay Area and not in the AMBAG region. Furthermore, in comparison to UCSC's student population, the AMBAG region's aging population is expected to grow at a faster rate in the next 20 years, primarily in coastal communities. This population attracts more service trips from rural jurisdictions, resulting higher VMT and making it difficult to provide efficient urban transit. Additionally, active transportation modes like walking or bicycling that may be regularly used by college-aged students for mobility are less appealing to a much older aged community.

The commenter's suggestion to utilize higher parking fees and highway tolls, and example of success at UCSC, do not translate across the AMBAG region due to diverse land uses and a lack of highly urbanized areas where these strategies could be successful. Therefore, an aggressive VMT reduction alternative need not be considered as an alternative for detailed consideration in this EIR.

Response 6.27

The commenter faults the Draft EIR for not mentioning much of the AMBAG region is urbanized, with population and job densities that support transit, quoting a transit planner from the Santa Cruz County Regional Transportation Commission. The commenter asserts that the Draft EIR makes an unfounded claim that congestion pricing would not work in the AMBAG region due to relatively little demand for alternative transit modes. The commenter claims that Highway 1 in Santa Cruz County, the Soquel Drive corridor, and the two entrances to the UC Santa Cruz campus would be appropriate candidates for congestion pricing and would have the effect of stimulating demand for transit and cycling.

Due to the nature of the AMBAG region, certain aggressive VMT reducing measures are infeasible. For example, congestion pricing at the UCSC campus entrances would not be effective at reducing VMT. This is because there is no robust network of alternative transportation modes between the UCSC campus and rest of the AMBAG region. Additionally, as another example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. As discussed on page 7-4 of the Draft EIR, congestion pricing has potential to reduce VMT in highly urbanized areas where robust public transit systems exist, such as cities like London, Stockholm, and Singapore, as examples (Caltrans 2020a). Monterey, San Benito, and Santa Cruz Counties do not contain any large and highly urbanized cities comparable to London or Singapore, which make congestion pricing an infeasible alternative. While parts of the AMBAG region are urbanized, such the Highway 1 and Soquel Drive corridors through the

Santa Cruz-Aptos-Capitola area, these areas are far smaller than large cities like London with robust options to avoid roadway travel, such as an extensive subway system and very compact development patterns that facilitate walking. For example, there is no subway system in Santa Cruz, and so there is no option for people to travel between the City of Santa Cruz and City of Watsonville on a subway. If congestion pricing were implemented on Highway 1 and Soquel Drive, people who currently drive either of these roads would not be able to instead use a subway system to move between these cities. Some people may decide to utilize available public transit to avoid the cost of congestion pricing, but it is also reasonable some people would instead change their route to avoid both roads. There are many local collector streets that provide routes through the Santa Cruz-Aptos-Capitola area that avoid Highway 1 and Soquel Drive, such as Portola Drive, which becomes East Cliff Drive in the City of Santa Cruz. These alternative routes would typically increase VMT compared to travel on Highway 1 or Soquel Drive because they are less direct and involve more total mileage. Furthermore, congestion pricing would not be a feasible alternative because AMBAG does not have the legal authority to impose VMT fees, as discussed further in Response 6.28, below.

Response 6.28

The commenter provides a quote from the Draft EIR that states the road pricing alternative was not considered because the AMBAG region does not contain high density land uses and robust transit systems and AMBAG does not have legal authority to impose VMT fees, arguing this statement does not have merit. The commenter claims that AMBAG has the authority to require such mitigations by jurisdictions in the region and could work with Caltrans to feasibly impose VMT road pricing. The commenter also states that since the Draft EIR did not propose an alternative that could better meet state goals for GHG emissions, the Draft EIR's conclusion that the 2045 MTP/SCS would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not valid and a plan resulting in lower VMT would waste less energy.

The commenter's statement that AMBAG has the authority to require such VMT mitigations by jurisdictions in the region is incorrect. AMBAG has the authority to enforce mitigation measures for projects for which it has discretionary authority. However, AMBAG does not have authority to require that recommended mitigation measures be executed by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies) that are responsible agencies for this Draft EIR but will be lead agencies for future transportation and land use development projects. While it is true that AMBAG and Caltrans work in collaboration with one another, it is not within AMBAG's role to enforce or require VMT road pricing being considered by Caltrans.

The commenter's assertion that the Draft EIR inaccurately determines energy impacts of the MTP/SCS as less than significant is not correct. As shown in Table 4.6-6 on page 4.6-16 of the Draft EIR, the VMT resulting from the 2045 MTP/SCS would reduce per capita energy use by approximately 23 percent in 2045 compared to existing conditions. In other words, the VMT resulting from implementing the 2045 MTP/SCS reduces per capita energy consumption of

VMT currently occurring in the region. Accordingly, the proposed project, and more specifically the VMT resulting from the proposed project, would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant, as specified on page 4.6-15 of the Draft EIR.

Response 6.29

The commenter states that some performance estimates are inconsistent with empirical realities. The commenter refers to Appendix C, which states the percentage of jobs within a half mile of quality regional transit are higher under Alternatives 2 and 3 than the 2045 MTP/SCS as proposed. The commenter claims this difference is not reflected in projected transit ridership, that the Draft EIR does not explain the assumptions that result in this conclusion, and claims it is reasonable to surmise that the methodology to estimate transit ridership is less reliable than that to estimate where jobs will be located.

As discussed above in Response 6.5, as described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C to the Draft EIR, including the performance metrics of Alternatives 2 and 3. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The performance metrics of the project and the alternatives are output of the RTDM and based on model inputs, including the types of transportation projects (e.g., transit) and envisioned land use. The commenter does not provide a method to determine the performance of the project and alternatives more accurately than what is achieved by the RTDM. Therefore, it is not possible to respond further to this comment.

Further, providing more or improved transit near jobs does not necessarily equate to increased transit use. Parking is free at most employment locations, and some people will still find it more convenient to drive their personal vehicle. Transit is also not always attractive for long-distance trips and in certain areas, given the rural nature of much of the AMBAG region.

Response 6.30

The commenter asserts that there are other anomalies that cast doubt upon the credibility of the analysis in the Draft EIR. The commenter provides examples regarding negligible differences in the number of trips under Alternatives 2 and 3, even as these alternatives would spend more on alternative transportation or transit infrastructure. The commenter claims that these conclusions made in the Draft EIR suggests that significant investment in transit, bicycle, and pedestrian infrastructure has no impact on people's behavior, which is not consistent with current transportation research. The commenter states the Draft EIR

needs to resolve the disparity between its conclusions and the referenced research, citing Caltrans guidance.

Providing more or improved transit near jobs does not necessarily equate to increased transit use. Parking is free at most employment locations, and some people will still find it more convenient to drive their personal vehicle. Transit is also not always attractive for long-distance trips and in certain areas, given the rural nature of much of the AMBAG region. Therefore, even though Alternative 2 and Alternative 3 spend more on transit infrastructure, there can still be a negligible change in the number of transit trips.

As discussed above in Response 6.5, as described on page 4.15-22 of the Draft EIR, AMBAG utilized its RTDM to calculate the performance metrics presented in Appendix C to the Draft EIR, including the performance metrics of Alternatives 2 and 3. RTDM results help to document EIR conclusions regarding alternative transportation and transit. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all). The performance metrics of the project and the alternatives are output of the RTDM and based on model inputs, including the types of transportation projects (e.g., transit) and envisioned land use. The commenter does not provide a method to determine the performance of the project and alternatives more accurately than what is achieved by the RTDM. Therefore, it is not possible to respond further to this portion of the comment.

The analysis of potential transportation impacts resulting from the 2045 MTP/SCS is consistent with regulatory requirements and with guidance and recommendations for programmatic analysis using the RTDM. For example, as discussed above in Response 6.8, the analysis of induced VMT in the Draft EIR is consistent with the recent 2020 document published by Caltrans titled *Transportation Analysis Framework: First Edition* (Caltrans 2020b).

Response 6.31

The commenter claims that the 2045 MTP/SCS inadequately meets the project objectives and negatively impacts low-income populations that depend on transit and active transportation. The commenter provides statistics to suggest that low-income residents and minority populations in the AMBAG region are disproportionately affected by transportation-related health impacts. The commenter asks whether the EIR is required to conduct a racial equity analysis. The commenter claims that the 2045 MTP/SCS as proposed worsens the region's automobile dependency, which will result in further health and environmental impacts.

The commenter claims that the MTP/SCS inadequately meets the project's objectives, which is incorrect

One of the key goals of the 2045 MTP/SCS is Healthy Communities. The transportation system and land use patterns have the potential to substantially impact the health and wellbeing of residents in the AMBAG region. Specifically, alternative transportation trips have the potential to: increase a person's daily physical activity therefore having a lasting positive effect on health and improve air quality which directly effects people's lungs and physical wellbeing thus creating more healthy communities.

Walking and bicycling are essential parts of the region's transportation system, are low cost, do not emit GHGs, can help reduce roadway congestion, and increase health and quality of life of residents. In addition, these types of facilities can often be implemented as part of maintenance and operations projects making this kind of investment very cost effective. In all, the 2045 MTP/SCS's active transportation improvements total \$1 billion. In addition, nearly one-half of the local streets and roads projects contain active transportation components, totaling approximately \$1 billion. For more information on active transportation projects, please see Chapter 2 of the 2045 MTP/SCS.

Another key goal of the 2045 MTP/SCS is Social Equity. As with many areas across the country, inequities created at all levels of government in the past have left a lasting impression on communities today. Systemic racism has resulted in inequities throughout our region. In developing and implementing the 2045 MTP/SCS, AMBAG has a responsibility to listen to the communities we serve, prioritize equitable solutions in the transportation system, and analyze the burdens and benefits of this system for historically underserved communities. In the 2045 MTP/SCS, historically marginalized communities include people with low incomes, seniors, people with disabilities, and communities of color. Coordination is key throughout the planning process in order to guide the AMBAG region toward a more inclusive and equitable future. While the AMBAG region has a long history of working together to create a better, more inclusive region, opportunities exist to continue the work to advance a more equitable and inclusive society.

In the 2045 MTP/SCS, social equity refers to the equitable distribution of transportation impacts (benefits, disadvantages and costs) regardless of income status or race and ethnicity. Social equity performance measures compare low income and minority populations against non-low income and minority populations to ensure that there is an equitable distribution of benefits and not a disproportionate share of burdens. The 2045 MTP/SCS includes regional investments in the transportation system across the three counties. The distribution of transportation investments are equal, if not greater, in low income and minority areas compared to other areas. The analysis for low-income populations shows that the 2045 MTP/SCS would result in nearly the same distribution of transportation investments for low income populations and non-low income populations. The analysis also shows that the 2045 MTP/SCS would result in higher investments for minority populations as compared to non-minority populations. The 2045 MTP/SCS also evaluates access to transit with an equity lens by analyzing the percent of low income and minority populations that are located within one-half mile of a transit stop. The 2045 MTP/SCS would increase access to transit by nearly five percent for both low income and minority populations. For more information on AMBAG's

focus on equity and environmental justice, please refer to Chapter 5 and Appendix G of the 2045 MTP/SCS.

Furthermore, social issues and environmental justice issues are not CEQA issues. See CEQA Guidelines Section 15054(e). However, potential health risks of toxic air contaminants (TACs), such as diesel fuel exhaust, on sensitive receptors are evaluated in Section 4.3, *Air Quality and Health Impacts Risks*, of the Draft EIR. As described in Impact AQ-5, beginning on page 4.3-39 of the Draft EIR, sensitive receptors would be exposed to harmful TACs, and impacts would be significant and unavoidable. The Draft EIR also discloses health impacts of criteria pollutant emissions; see Table 4.3-1.

Response 6.32

The commenter asserts that, pursuant to *CEQA Guidelines* and Caltrans guidance, the EIR needs to mandate mitigation to address increased VMT, rather than suggest that implementing agencies “can and should” implement mitigation.

Within the Draft EIR, mitigation measures are introduced indicating that “for transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should” implement the measures. For land use projects, “Cities and counties in the AMBAG region can and should implement these measures.” The use of the phrase “can and should” is intentional. When CEQA findings are adopted, AMBAG will commit to those feasible mitigation measures that are within its responsibility and jurisdiction by making the finding that its mitigation measures “have been required in, or incorporated into, the project” (Public Resources Code §21081(a)(1); CEQA Guidelines §15092(a)(1).) These include mitigation measures implemented through future regional planning efforts, as well as by a limited number of transportation projects that AMBAG or the RTPAs directly approves or carries out. As explained in the Draft EIR (page 4-2), CEQA provides that an EIR can include feasible mitigation measures that are within the responsibility and jurisdiction of another agency. The appropriate CEQA finding in such instances is that such mitigation measures have been or “can and should be” adopted (Public Resources Code §21081(a)(2); CEQA Guidelines §15091(a)(2)).

When this finding is made, there is no further requirement that AMBAG find that mitigation measures that are within the responsibility and jurisdiction of another agency have been incorporated into the project. That finding is reserved for mitigation measures within AMBAG’s responsibility and jurisdiction, as well as the RTPAs. Nevertheless, it is reasonable to expect that the other agencies will actually implement the mitigation measures assigned to them.

The “can and should” phrasing is appropriate for this program EIR, pursuant to CEQA as described above. Also, please note that Caltrans guidance cited by the commenter is applicable to specific transportation projects, not regional plans.

Response 6.33

The commenter asserts that the Draft EIR needs to mandate VMT and GHG reduction mitigation measures that are proportional to the impact.

The commenter does not provide enough detail as to why it believes that mitigation measures within the Draft EIR are not proportional to their impacts. Also, please note that the “roughly proportional language” is used to determine whether mitigation measures that lead agencies impose on private applicants meet constitutional requirements to avoid “takings” of private property. It is not directly applicable to the programmatic mitigation measures described in the Draft EIR, but it could be applicable to future project-specific CEQA documents for individual land use projects implementing the MTP/SCS lands use scenario.

Response 6.34

The commenter asserts that mitigation measures in the Draft EIR must be fully enforceable through permit conditions, agreements, or other legally binding instruments. The commenter claims that the mitigation measures within the Draft EIR do not satisfy this requirement and do not meet mitigation monitoring requirements for GHG mitigation measures pursuant to *CEQA Guidelines* Section 15126.4(a)(1)(A) and Section 15126.4(c).

This comment is similar to comment 6.32. Please see Response 6.32 above. Therein, it explains that AMBAG has no ability to require other lead agencies to utilize the Draft EIR for their projects or implement the mitigation measures in the Draft EIR. Section 15126.4(a)(1)(A) of the *CEQA Guidelines* requires an EIR to differentiate between measures that a project proponent has proposed for inclusion into the project and mitigation measures that the lead agency, trustee agencies, responsible agencies, or other persons have developed to reduce impacts. In the case of the 2045 MTP/SCS and the Draft EIR, AMBAG and the RTPAs are lead and responsible agencies, respectively, while also being the “proponent” for the 2045 MTP/SCS. There are no “other” proposed feasible mitigation measures that have been excluded from the EIR. Therefore, the Draft EIR, and more specifically the presentation of mitigation measures in the Draft EIR, is consistent with Section 15126.4(a)(1)(A) of the *CEQA Guidelines*.

Section 15126.4(c) of the *CEQA Guidelines* pertains to requirements to provide feasible mitigation measures to reduce GHG impacts and ways to monitor the success or effectiveness of that mitigation. The mitigation measures provided in the Draft EIR to reduce the significant GHG impacts of the MTP/SCS are feasible mitigation measures that can be enforced and monitored, including through permit conditions or conditions of approval. For example, Mitigation Measure GHG-1 beginning on page 4.8-21 of the Draft EIR, lists methods to implement to reduce GHG emissions, such as using a construction fleet consisting of at least 15 percent alternative fuel equipment or electric equipment or using materials from local suppliers. These types of conditions can be added as conditions of approval to projects that would involve the use of construction equipment and materials and can also be monitored and enforced by routine inspection of the construction site. Mitigation Measures GHG-4(a) and GHG-4(b) beginning on page 4.8-29 of the Draft EIR also are both feasible mitigation measures to implement and monitor and enforce, including through conditions of approval

or permit conditions. Specifically, Mitigation Measure GHG-4(a) includes a measure to install electric vehicle charging stations beyond those required by State and local codes. This type of measure would be incorporated into final project site plans before permits are issued. Following construction, the agency enforcing and monitoring the mitigation can field verify that the charging stations were installed prior to issuing the occupancy permit for the project. Accordingly, the mitigation measures in the Draft EIR to reduce GHG impacts of the project are feasible and can be monitored and enforced by a lead agency of environmental review. The Draft EIR is consistent with Section 15126.4(c) of the *CEQA Guidelines*.

Response 6.35

The commenter suggests that the Draft EIR should state that EIRs prepared prior to the use of VMT as a transportation impact metric do not adequately address significant effects. The commenter asserts that the Draft EIR should state a revised EIR is required in these situations, and claims if a revised EIR is not prepared, the MTP/SCS would be able to avoid its responsibility to require mitigation for GHG emissions for these projects. The commenter describes the auxiliary lane construction for a “bus on shoulder” on Highway 1 in Santa Cruz County as an example of this situation.

This comment pertains to EIRs for, and the potential impacts of specific projects included in, the 2045 MTP/SCS project lists. As described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR, the analysis presents a programmatic assessment of the potential impacts of the proposed 2045 MTP/SCS, focusing on the entire set of projects and programs contained in the proposed 2045 MTP/SCS (page 4-4). Individual transportation project impacts are not addressed in detail; rather the focus of the Draft EIR is on the entire program of projects, in the aggregate.

The proposed 2045 MTP/SCS is a long-term, regional-scale plan covering the entire area of Monterey, San Benito and Santa Cruz counties through 2045. Accordingly, the Draft EIR analyzes the proposed 2045 MTP/SCS at a programmatic level, as described on page 4 of the Draft EIR.

Program EIRs, such as the Draft EIR, are an example of the process of “tiering.” Section 15385 of the State CEQA Guidelines defines tiering as “coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared...” In addressing the appropriate amount of detail required at different stages in the tiering process, the State CEQA Guidelines state that “[w]here a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof..., the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographic scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.” (State CEQA Guidelines Section 15152(c).)

As explained by the Supreme Court, “[t]iering is properly used to defer analysis of environmental impacts and mitigation measures to later phases when the impacts or mitigation measures are not determined by the first-tier approval decision but are specific to the later phases.” (*In re Bay-Delta* (2008) 43 Cal.4th 1143, 1170.) “Under CEQA’s tiering principles, it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the general plan or program, leaving project-level details to subsequent EIR’s when specific projects are being considered.” (*Id.*, at pp. 1174-1175.)

Consistent with these provisions of CEQA, the Draft EIR does not evaluate project-specific impacts of individual project components. Under State CEQA Guidelines Section 15168, implementing agencies are required to determine whether project-specific impacts require additional analysis in subsequent second-tier CEQA documents, as described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. Therefore, the project-level impacts, such as projects that would add auxiliary lanes to Highway 1, would be evaluated in a future project-level environmental review. Furthermore, the inclusion of projects in the 2045 MTP/SCS does not necessarily mean that the projects would be approved and implemented.

The Draft EIR is prepared as a programmatic EIR, and as such, the impacts of future transportation projects implementing the 2045 MTP/SCS, such as adding auxiliary lanes to Highway 1 in Santa Cruz County are evaluated on a program level. For example, page 4.4-45 of the Draft EIR describes potential impacts to wildlife movement corridors that could result from transportation projects in the 2045 MTP/SCS that involve expansion of an existing highway, such as adding new lanes. Accordingly, the Draft EIR does evaluate projects involving roadway expansions. Project-level analysis would be conducted for individual projects, when proposed and designed in the future.

The commenter also appears to misinterpret Section 15152, which pertains to CEQA tiering. The commenter suggests that project specific CEQA documents, which have already been prepared and adopted or certified, may not address VMT and related GHG impacts because those CEQA documents were prepared prior to SB 743 and the shift to VMT as the primary metric for evaluating transportation impacts. While it is possible there are CEQA documents under preparation or previously adopted or certified in the AMBAG region that pre-date SB 743, the Draft EIR for the 2045 MTP/SCS does not tier from another CEQA document. Instead, the Draft EIR is a stand-alone CEQA document that could provide future tiering opportunities for future projects, not yet designed and for which project specific environmental review has not yet been conducted. Therefore, the contents of other previously prepared CEQA documents in the AMBAG region are not relevant to Draft EIR adequacy because the Draft EIR evaluates the 2045 MTP/SCS and is not tiering from an existing CEQA document. Therefore, the Draft EIR is consistent with Section 15152 of the *CEQA Guidelines*.

January 29, 2022

Via e-mail

Heather Adamson, Planning Director
Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940
hadamson@ambag.org

Re: 2045 MTP/SCS draft EIR

Dear Ms. Adamson:

I write on behalf of LandWatch Monterey County regarding the draft EIR for the 2045 Metropolitan Transportation Plan Sustainable Communities Strategy/Regional Transportation Plan (MTP/SCS).

These comments are informed by the attached comments and analysis prepared by Ben Gould of EcoDataLab regarding the sufficiency of the alternatives analysis in the draft EIR. LandWatch asks that the EIR be revised and recirculated to provide an informationally adequate analysis of an alternative that materially reduces vehicle miles traveled (VMT) and/or attains environmentally superior outcome without failing to meet the project's freight mobility objectives. Mr. Gould's comments demonstrate that such a revision is possible.

7.1

A. Revision and recirculation of an informationally adequate alternatives analysis

Although the draft EIR's Alternative 3, the Infill and Transit alternative, was intended to result in lower VMT, it does not actually result in a material VMT reduction. It is nonetheless environmentally superior to the other alternatives because it materially reduces a number of other impacts. However, the draft EIR suggests that it may be inconsistent with the freight mobility goal for the SCS/MTP.

7.2

In light of the draft EIR's analysis, LandWatch asked Ben Gould of EcoDataLab to review the draft EIR and the MTP/SCS to determine if Alternative 3 could be revised to further reduce VMT and/or to reduce congested VMT and daily truck hours of delay. Based on Mr. Gould's expert opinion, LandWatch asks that the Alternative 3 be revised to attain additional reductions in VMT and/or freight movement delays.

The purpose of alternatives analyses in an EIR is to consider options that would substantially reduce significant impacts. Since the point of an SCS is to meet VMT and greenhouse gas (GHG) emission reduction targets, an SCS EIR must analyze an alternative that do actually reduce VMT. (*Cleveland National Forest Foundation v. Dan Diego Ass'n of Governments* (2017) 17 Cal.App. 5th 413, 436-437.)

In *Cleveland National Forest*, the court set aside the EIR because the alternatives analysis for the RTP/SCS failed to include an alternative that actually reduced VMT:

In this case, the EIR's discussion of project alternatives is deficient because it does not discuss an alternative which could significantly reduce total vehicle miles traveled. Although Alternatives 3a and 3b are labeled "transit emphasis" alternatives, the labeling is a misnomer. These alternatives mainly advance certain rapid bus projects, but leave the planned rail and trolley projects largely unchanged. In addition, these alternatives do not provide any new transit projects or significant service increases. In fact, the "transit emphasis" alternatives include fewer transit projects than some of the other non-"transit-emphasis" alternatives.

The omission of an alternative which could significantly reduce total vehicle miles traveled is inexplicable given SANDAG's acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced. The Climate Action Strategy explained, "Lowering vehicle miles traveled means providing high-quality opportunities to make trips by alternative means to driving alone such as walking, bicycling, ridesharing, and public transit, and by shortening vehicle trips that are made. This can be accomplished through improved land use and transportation planning and related measures, policies and investments that increase the options people have when they travel." Accordingly, the Climate Action Strategy recommended policy measures to increase and prioritize funding and system investments for public transit and transit operations, increase the level of service on existing routes and provide new public transit service through expanded investments, and improve the performance of public transit with infrastructure upgrades. Given these recommendations, their purpose, and their source, it is reasonable to expect at least one project alternative to have been focused primarily on significantly reducing vehicle trips.

Instead, it appears the project alternatives focused primarily on congestion relief. The Climate Action Strategy provides evidentiary support for the consideration of congestion relief alternatives as it notes, "Eliminating or reducing congestion can lead to more efficient travel conditions for vehicles and greenhouse gas savings." However, the transportation plan is a long-term plan and congestion relief is not necessarily an effective long-term strategy. As the Climate Action Strategy explains, "Measures to relieve congestion also may induce

7.3

additional vehicle travel during uncongested periods, particularly over the long-term, which can partially or fully offset the greenhouse gas reductions achieved in the short-term from congestion relief. Induced demand (sometimes called the rebound effect) in transportation refers to the increase in travel that can occur when the level of service on a roadway or other facility improves. Travelers sometimes respond to faster travel times and decreased costs of travel by traveling more, resulting in increased vehicle miles traveled." (Fns. omitted.) Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips. The error is prejudicial because it precluded informed public participation and decisionmaking. (§ 21005, subd. (a); *City of Maywood, supra*, 208 Cal.App.4th at p. 386.)

(*Id.*, emphasis added.)

Here, AMBAG's 2045 MTP SCS/RTP DEIR makes the same error.

Alternative 2, Alternative Transportation Modes, would dedicate more funding to alternative and active transportation projects in order to reduce VMT. Surprisingly the analysis concludes that it would actually increase VMT because "[a]lthough this alternative was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. As such, the overall VMT within the AMBAG region would increase under Alternative 2, resulting in an increase in GHG emissions." (DEIR, p. 7-19)

Similarly, Alternative 3, Infill and Transit Focus, does not actually attain its objective of materially reducing VMT. The VMT reduction is less than half of one percent, which the DEIR characterizes as "negligible." (DEIR, p. 7-34.)

As Mr. Gould explains, additional reductions in VMT and/or truck delays should be possible in a revised Alternative 3. First, as formulated in the draft EIR, Alternative 3 would spend about 10% less on total transportation projects than the EIR's preferred project. There appears to be no reason to budget fewer dollars for Alternative 3 than the preferred project. If Alternative 3 were revised to spend the same dollar amount as the preferred project, it could include additional projects that would reduce truck delay and further reduce VMT. Mr. Gould give six examples of such projects that could be added and points out that additional projects could also be added within the preferred project's budget.

Second, because bus rapid transit projects attain more VMT reduction per dollar spent than do rail projects, Alternative 3 could further reduce VMT by emphasizing bus rapid transit projects instead of rail projects. Mr. Gould identifies significant rail transit spending in Alternative 3 that could be replaced with bus rapid transit.

7.3

7.4

LandWatch asks that Alternative 3 be revised as Mr. Gould proposes and the EIR be recirculated to provide an opportunity for meaningful public comment an informationally adequate alternatives analysis.

7.4

B. Freight mobility

The DEIR argues that Alternative 3 “would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project.” (DEIR, p. 7-36.)

First, transportation analysis thresholds of significance may not include a congestion metric such as Level of Service pursuant to SB 743. (Pub. Resources Code, § 21099(b)(3).) Nor should an analysis use “average work trip travel time during peak period” or truck delay hours for the same reason. It would be inappropriate for an agency to introduce a congestion metric to its significance determinations in its alternatives analysis.

7.5

Second, it is generally acknowledged that some degree of congestion is necessary to create incentives for alternative transportation mode choice. (See, e.g., the DEIR’s discussion of induced travel at pp. 4.14-27 to 4.15-28.) If any reduction in mobility were deemed to be inconsistent with a project’s goals, then it would be unlikely that any alternative that promotes alternative transportation could meet those goals.

7.6

Third, it is difficult to understand how congestion that occurs primarily at peak hours could result in a complete failure to meet the freight mobility goals. Freight movement systems routinely accommodate peak hour congestion in their planning and operations. It is not clear that the EIR’s analysis considered the likelihood that goods movement decision makers would adjust delivery scheduling to reduce the effect of any increases in peak hour congestion.

7.7

Finally, the EIR does not provide sufficient information to allow the public to understand its conclusion regarding freight mobility. For example, Appendix C contains the bare conclusion, without supporting analysis, that Alternative 3 would add 231 hours of truck delay to the 8,281 hours of truck delay in the preferred project.

Accordingly, the EIR should address each of the following questions:

7.8

- The EIR should explain how the 231 hour increase was determined.
- The EIR should explain why adding this relatively small increment of truck delay would tip the scale from meeting to not meeting the project’s freight mobility objective.
- The EIR should explain what level of truck delay would be consistent with the project’s freight mobility goal.

- The EIR should explain whether its analysis considered adaptation strategies by goods movers to further minimize truck delay, including but not limited to scheduling deliveries during off-peak hours.
- The EIR should explain whether Alternative 3 could be revised to meet the truck mobility goal by changing the project mix or by implementing policies, including, but not limited to, working with goods movers to further minimize truck delays through such strategies as schedule adaptations.
- The EIR should determine whether an environmentally superior alternative is possible that does meet freight mobility goals, even if it does not materially reduce VMT.

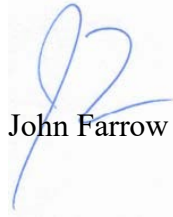
7.8

7.9

Thank you for your consideration of these comments.

Yours sincerely,

M. R. WOLFE & ASSOCIATES, P.C.



John Farrow

JHF:hs

Attachments

- Ben Gould, email to John Farrow, January 29, 2022
- Ben Gould, letter to John Farrow, January 26, 2022
- Ben Gould, CV

Forwarded as separate Excel file

- Ben Gould, MTPSCS Project List Analysis.xlsx

Subject: AMBAG MTP/SCS DEIR Analysis
From: Ben Gould <ben@ecodatalab.com>
Date: 1/29/2022, 11:15 AM
To: John Farrow <jfarrow@mrwolfeassociates.com>

Dear John,

Per your request, I have reviewed the AMBAG MTP/SCS DEIR and analyzed the base project and alternatives considered.

Please see my analysis in the attached letter. Attachment 1 is an Excel file containing the detailed breakdown of projects considered by the base MTP/SCS as well as Alternative 3. My CV is also attached.

Please reach out if you have any questions.

Thank you,

Ben Gould

--

Ben Gould, President



ben@ecodatalab.com | 510-725-9176

— Attachments: —	
VMT Alt 3 Analysis Letter 012922.pdf	103 KB
Attachment 1 MTPSCS Project List Analysis.xlsx	535 KB
Ben Gould CV for Landwatch.pdf	64.4 KB

January 26, 2022

Via email

M. R. Wolfe & Associates, P.C.
Attn: John Farrow
580 California St., Suite 1200
San Francisco, CA 94104

Re: AMBAG MTP/SCS DEIR Alternative 3 Analysis

Dear Mr. Farrow,

At your request, I reviewed the Draft Environmental Impact Report (DEIR) for the Association of Monterey Bay Area Governments (AMBAG) 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) and analyzed the base project and alternatives considered.

I have spent 8 years working with local jurisdictions on climate and sustainable transportation issues, in a range of roles as an appointed official, legislative aide, city analyst, and as a private consultant. My educational background includes a Master of Public Policy and a Master of Science in Environmental Engineering from the University of California, Berkeley, where my graduate research focused on modeling climate policies for California jurisdictions. A full CV is attached.

In my professional evaluation, Alternative 3 was insufficiently developed. As proposed, the alternative would spend \$1.4 billion less than the base project on transportation improvements and transit services across the region. This omitted spending could well achieve greater reductions in vehicle miles traveled and greenhouse gas emissions, and/or reduce the projects' impacts on congestion and truck delay to a level consistent with project objectives.

Background

The core of the 2045 MTP/SCS is a 20-year expenditures plan, determining the allocation of over \$14 billion¹ in capital and operating expenses for regional transportation infrastructure and programs.

¹ Attachment 1 is an Excel spreadsheet containing each project listed in Appendix B and all Alternative 3 projects listed in Appendix G of the draft EIR. Total amount spent in the base project is calculated at \$14.2 billion, based on the line item prices for each project as listed in the relevant appendix.

This plan is developed based upon certain forecasted projections of population and economic growth. These projections include 14% population growth (from 762,241 in 2015 to 869,776, a net increase of +107,535 people) and an increase of 65,000 jobs².

With this growth, some impacts are unavoidable – for instance, independent of the MTP/SCS, vehicle miles traveled (VMT) are expected to grow from 17,331,954 in 2020 to 20,041,051 in 2045, and total greenhouse gas (GHG) emissions from 14,996,815 lbs to 11,064,845 lbs³. However, the MTP/SCS aims to reduce some of these impacts – for example, under the proposed plan, VMT would only grow to 20,032,142 – a change of -8,909 miles per year, or -0.04%. Unfortunately, the proposed would also lead to slightly higher GHG emissions, increasing to 11,081,610 (a change of +16,765, or +0.15%).

Under the California Environmental Quality Act (CEQA), AMBAG is required evaluate the environmental impacts of the proposed project, as well as those of a reasonable range of alternatives. For this DEIR, AMBAG considered the following three alternatives:

- Alternative 1: “No Project,” which considers no further transportation improvements beyond those currently planned through 2024.
- Alternative 2: “Alternative Transportation Modes,” which considers prioritizing projects that advance non-automotive means of transportation both locally and regionally.
- Alternative 3: “Infill and Transit Focus,” which prioritizes more compact and mixed land uses as well as more funding for regional and interregional transit.

7.12

Of the four possible options (base project + three alternatives), Alternative 3 was found to be the environmentally superior alternative. Alternative 3 was found to have the lowest environmental impacts across not only VMT and GHGs, but also aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. As has been found repeatedly in many other jurisdictions across California, more compact and transit-oriented land uses result in lower environmental impacts.

Although Alternative 3 is environmentally superior to the base project, the DEIR suggests that it may not meet the project’s freight mobility objective because it “would substantially increase congested VMT and would result in increased delay for freight.”⁴ The DEIR also

² AMBAG 2045 MTP/SCS page 1-6 (26 of 174)

³ AMBAG 2045 MTP/SCS DEIR Appendix C (page 236 of 565):

https://ambag.org/sites/default/files/2021-12/AMBAG%202045%20MTP%20SCS%20RTP%20DEIR%20Appendix%20December%202021-PDF-A_0.pdf

⁴ AMBAG 2045 MTP/SCS DEIR, Section 7.6 (page 7-36, 697 of 743):

https://ambag.org/sites/default/files/2021-12/AMBAG%202045%20MTP%20SCS%20RTP%20DEIR%20December%202021-PDF-A_0.pdf

concludes that the VMT and GHG reductions in Alternative 3 would be “negligible (less than a one percent change).”

Per your request, I have evaluated these claims and the rigor of the DEIR’s evaluation.

7.12

Alternatives Analysis

According to data provided in Appendix B of the DEIR, the proposed project includes 936 distinct projects, with a total estimated line item expenditure of \$14.209 billion. Of these, only 101 projects (\$2.678 bn) are unique to the base project – the remaining 835 (\$11.530 bn) are common between both the base and alternative 3.

7.13

Alternative 3, meanwhile, consists of the 835 shared projects, plus a mere 11 additional projects, which add only \$1.266 billion. As a result, Alternative 3 would spend only \$12.797 billion, or about \$1.4 billion (10%) less than the base project.

Critically, some of the projects included in the base project that are excluded from Alternative 3 would likely achieve further VMT reductions, improve congestion, reduce truck delays, or all of the above. These include the Live Oak Transit Hub (SC-VAR-P46-VAR), Watsonville Transit Hub (SC-VAR-P47-VAR), and Local Transit Service Restoration and Expansion for Santa Cruz Metro Transit District (SC-MTD-P14-MTD). Other projects with the potential to reduce congestion and truck delays that were omitted from Alternative 3 include improvements to US 101 and State Route 156 (e.g. MON-CT030-SL, MON-CT031-CT, and MON-CT023-CT). Collectively, these six projects have a line item cost of only \$515.8 million. Presumably, they (and other projects) could be added to Alternative 3 without exceeding the \$14.209 billion proposed to be spent on the base project.

7.14

Overall, the majority of the 101 projects proposed in the base MTP/SCS that are excluded from Alternative 3 could be included without exceeding available revenue. Many would likely have substantial effects in reducing truck delays and congestion. While some of these proposals may decrease the VMT savings currently anticipated, others would increase it, potentially cancelling out any impacts. Regardless, Alternative 3 would almost certainly remain the environmentally preferred scenario due to its lower impacts across the board.

Accordingly, the DEIR should consider a revised Alternative 3 that would spend the same total amount as the base project. Additional projects should be added that would further reduce VMT, freight truck delays, and/or congestion.

In addition, a revised Alternative 3 may be able to attain greater VMT reductions by changing the mix of VMT reducing projects to deemphasize rail projects and to increase bus rapid transit projects. Of the 11 projects proposed that are unique to Alternative 3, 90% of the expenditures goes to just 4 projects focused on building out regional rail infrastructure. While rail is critical for high throughput transit service and is a worthy long-term investment for a growing region, rail is also extremely capital intensive for relatively

7.15

small VMT reductions, particularly in areas lacking higher density of residents and destinations around transit stops. Bus Rapid Transit (BRT) can often be developed at lower cost than rail, begin operating sooner through the use of existing roadways, and may be able to serve a broader swathe of the community, attaining greater overall VMT reductions.

Alternative 3 includes a mere \$78 million extra for BRT projects (including highway transit improvements). While the MTP/SCS and its DEIR do not include the full list of unconstrained projects, nor do they provide a project-by-project level analysis of VMT or freight mobility effects, it may be possible to see still greater reductions in emissions and VMT through greater investment in BRT or other potential transit projects. This could occur either as a shift away from rail infrastructure or simply by using the \$1.4 billion in under-allocated funds under Alternative 3.

7.15

Overall, it is apparent that the claims that Alternative 3 would only negligibly reduce VMT and that it “would substantially increase congested VMT and would result in increased delay for freight” are in large part due to the fact that Alternative 3 would spend \$1.4 billion less overall than the base project. Spending the same amount as the base project may be able to attain greater VMT reductions and/or reduce congested VMT and freight delays.

The DEIR should be revised to assemble and assess a revised Alternative 3 that (1) spends all available funding, on par with the base project evaluated; (2) allocates the additional spending to projects that would reduce VMT and/or freight delay; and (3) selects the most cost-effective VMT-reducing projects - for example, potentially through greater investment in BRT instead of rail projects.

7.16

Please let me know if you have any questions regarding this analysis.

Sincerely,



Ben Gould

Ben Gould

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EXPERIENCE

President July 2020 – Present
EcoDataLab Berkeley, CA

- Providing greenhouse gas inventory development and climate policy analysis consulting services to nonprofits and local jurisdictions in CA, WA, and TX.
- Developed and built standardized off-the-shelf consumption-based emissions modeling software. Created a customizable jurisdiction-specific dashboard and automated policy analysis program to provide best practice recommendations at scale for local governments.

Sustainability Analyst January 2018 – February 2020
San Francisco International Airport San Francisco, CA

- Developed sustainability policy analyses and recommendations for the Airport Director and senior management including energy, carbon, water, waste, transportation, infrastructure, sustainable aviation fuel, and more.
- Led the creation of the Airport's Sustainability Performance Dashboard for tracking and analyzing electricity, natural gas, and water usage.
- Co-managed the Zero Emission Vehicle Readiness Roadmap. Increased the proposed number of EV chargers from roughly 600 to over 2,000 chargers by 2022, and adopted the Mayor's goal of 100% sustainable trips by 2040.
- Maintained and streamlined the Airport's greenhouse gas emissions model.

Graduate Student Researcher January 2016 – May 2017
CoolClimate Network, Energy and Resources Group, UC Berkeley Berkeley, CA

- Built an interactive web simulator for 21 policy variables to model their impact on household carbon footprints across all 58 counties and 700+ cities in California. Analyzed model outputs and provided recommendations for refinement.

Commissioner, Chair (2016, 2019, 2020) September 2014 – present
City of Berkeley Community Environmental Advisory Commission Berkeley, CA

- First to recommend banning natural gas in new construction in 2016, leading to first-in-the-nation law in 2019.

ADDITIONAL EXPERIENCE

Legislative Aide January 2017 – May 2017
Office of Berkeley City Councilmember Lori Droste Berkeley, CA

- Worked with the Councilmember to write legislation. Tracked, analyzed, and recommended votes on ongoing legislation.

Candidate March 2016 – Nov 2018
Ben Gould for Council 2018, Council 2017, Mayor 2016 Berkeley, CA

- Crafted detailed policy platforms across nearly a dozen topic areas. Earned support from State Senators, Mayors, Councilmembers, public and private-sector unions, political clubs, news organizations, and a wide range of policy experts.

Research Intern May 2015 – August 2015
The International Council on Clean Transportation San Francisco, CA

- Built an interactive web visualization of modeled global transportation emissions across 17 global regions, seven pollutants, seven vehicle classifications, and two fuels. Incorporated dynamic modeling of associated health impacts under different policy scenarios.
- Analyzed successes and failures from Brazil's P-7 (Euro V) emissions regulations for heavy-duty trucks. Identified noncompliance issues and drafted recommendations for policymakers.

EDUCATION

Master of Public Policy (MPP); M.S. in Environmental Engineering December 2017
University of California, Berkeley Berkeley, CA
 Thesis: *Analysis of a Consumption-Based Model for State & Local Climate Action Policies*

Bachelor of Science, General Biology June 2013
University of California, San Diego San Diego, CA

Certificate, Sustainable Business Practices April 2013
University of California, San Diego Extension San Diego, CA

COMMUNITY SERVICE

Legislative Director, Fossil Free California Feb 2020 – Sept 2020
Board Member, Berkeley Neighbors for Housing & Climate Action Jan 2019 – Present
Chair, The Green Initiative Fund @ UC Berkeley January 2016 – May 2017
President & Co-Founder, Engineers for a Sustainable World @ Berkeley Aug '14 – Dec '15

Letter 7

COMMENTER: LandWatch Monterey County

DATE: January 29, 2022

Response 7.1

The commenter requests that the Draft EIR be revised and recirculated to provide an informationally adequate analysis of an alternative that materially reduces vehicle miles traveled (VMT) and/or attains environmentally superior outcome without failing to meet the project's freight mobility objectives.

This comment is part of an introductory section to the comment letter. Please refer to the other responses to this comment letter, below.

Response 7.2

The commenter summarizes some of the impacts of Alternative 3 described in the Draft EIR. The commenter asks that Alternative 3 be revised to attain reductions in VMT and/or reduce freight movement delays.

The comment does not provide suggestions or details on how Alternative 3 could be revised to reduce VMT more than it would as it was evaluated in the Draft EIR. Therefore, no further response to this comment is possible. This comment, like comment 7.1, is part of an introductory section to the comment letter. Accordingly, please refer to the other responses to this comment letter, particularly Response 7.4.

Response 7.3

The commenter opines that the point of the SCS is to achieve VMT and GHG reduction targets, and therefore the Draft EIR for a SCS project must analyze an alternative that reduces VMT. As an initial matter, please note that the SCS required by SB 375 is required to meet only per capita GHG reduction targets; SB 375 does not require the SCS to meet VMT targets.

The commenter describes CEQA case law holding that the EIR prepared for a different MPO's RTP/SCS should have included an alternative that would significantly reduce total VMT. The commenter opines that neither Alternative 2 nor Alternative 3 in the Draft EIR materially reduce VMT impacts and therefore are inconsistent with their interpretation of the case law.

For the proposed project, the Draft EIR has identified significant impacts related to numerous environmental resources and CEQA issue areas, including VMT. As discussed on page 4.15-26 of the Draft EIR, per capita VMT impacts from implementation of the 2045 MTP/SCS would be significant. Accordingly, pursuant to Section 15126.6 of the State CEQA Guidelines, AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the

significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR.

As described on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 is designed to reduce VMT by providing or promoting alternative transportation modes in advance of or in conjunction with projected population and employment growth in the AMBAG region through 2045. Alternative 2 includes more than \$1.4 billion more funding for active transportation and transit projects than the proposed 2045 MTP/SCS. As described on page 7-24 of the Draft EIR, although Alternative 2 was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT. Accordingly, Alternative 2 results in slightly increased VMT compared to the proposed project (see Draft EIR page 7-24). However, as discussed on page 7-24, this increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS.

As described on page 7-26 of the Draft EIR, Alternative 3 is designed to reduce VMT by locating the places where people work and live within urban centers and close to regional transit in the AMBAG region. Compared to the proposed project, Alternative 3 includes a more compact growth footprint and increased use of regional and interregional transit service to generate an increase in regional and interregional transit ridership and corresponding decrease in VMT. As described on page 7-34 of the Draft EIR, Alternative 3 would decrease VMT by 127,912, or 0.64 percent, compared with the proposed project. However, as discussed on page 7-34, this decrease is negligible as compared to the 2045 MTP/SCS.

Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. As described in Section 7.2 starting on page 7-3 of the Draft EIR, two other alternatives that were considered by AMBAG that theoretically might also significantly reduce VMT, but in the Draft EIR AMBAG appropriately rejected them as infeasible.

One of the rejected alternatives is an “Aggressive VMT Reduction Alternative.” The multiple reasons for rejecting the “Aggressive VMT Reduction Alternative” as infeasible are described on Draft EIR pages 7-3 and 7-4 as follows:

- The region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive.
- The rural areas of the AMBAG region are also experiencing higher growth in housing and employment than urban areas. Such growth is particularly evident in the eastern and southern sections of the AMBAG region, with employment in the agriculture and service industries. These industries require a high level of in-person work and are therefore not conducive to telecommuting.

- The region also has high income variability, which further complicates the process of linking the residential and employment zones necessary to provide efficient urban transit and reduce commute trips.
- Heavy commuter travel and interregional travel to the San Francisco Bay Area for jobs create a jobs-housing imbalance and results in higher VMT for the AMBAG region. Increasing infill development and higher density in the AMBAG region may have very little impact on those long work trips.
- The region has a rich collection of tourist activities and special events throughout the year, which contributes to higher VMT. Such tourist generated VMT would not decrease through higher density infill development or with transit improvements.
- The region's aging population is expected to grow at a faster rate in the next 20 years, primarily in coastal communities. This population attracts more service trips from rural jurisdictions, resulting higher VMT and making it difficult to provide efficient urban transit.
- Other measures such as higher parking fees as well as tolling highway travel are only feasible in highly urbanized areas where increased transit services are available as an alternative mode.

The other rejected alternative that could theoretically significantly reduce VMT is the "Road Pricing Alternative." The reasons for rejecting the Road Pricing Alternative as infeasible are described on Draft EIR pages 7-4 and 7-5. In summary, an alternative that aims to reduce VMT through substantially higher VMT fees (i.e., road pricing) would not be feasible in the AMBAG region, as these fees are only feasible in highly urbanized areas where measures like transportation demand management (TDM) strategies are highly effective. While parts of the AMBAG region are urbanized, such the Highway 1 and Soquel Drive corridors through the Santa Cruz-Aptos-Capitola area, these areas are far smaller than large cities like London with robust options to avoid roadway travel, such as an extensive subway system and very compact development patterns that facilitate walking. For example, there is no subway system in Santa Cruz, and so there is no option for people to travel between the Cities of Santa Cruz and Watsonville on a subway. If congestion pricing were implemented on Highway 1 and Soquel Drive, people who currently drive either of these roads would not be able to instead use a subway system to move between these cities. Some people may decide to utilize available public transit to avoid the cost of congestion pricing, but it is also reasonable some people would instead change their route to avoid both roads. There are many local collector streets that provide routes through the Santa Cruz-Aptos-Capitola area that avoid Highway 1 and Soquel Drive, such as Portola Drive, which becomes East Cliff Drive in the City of Santa Cruz. These alternative routes would typically increase VMT compared to travel on Highway 1 or Soquel Drive because they are less direct and involve more total mileage. Because the AMBAG region does not contain areas with the same high density land uses and robust transit systems as highly urbanized areas, and because AMBAG does not have the legal authority to impose VMT fees, this alternative was considered as an alternative for detailed consideration in the EIR.

Accordingly, there are no feasible alternatives that would significantly reduce the proposed project's significant VMT impact.

Response 7.4

The commenter describes ways they feel that Alternative 3 in the Draft EIR could be revised to reduce either VMT or truck delays, or both, based on research conducted with an outside consultant called EcoDataLab. Specifically, the commenter claims that Alternative 3 would spend about 10 percent less on transportation projects than the proposed project, and suggests this budget be used to include additional projects that would reduce truck delay and further reduce truck delay. Second, the commenter suggests that Alternative 3 emphasize bus rapid transit projects rather than rail projects. The commenter requests that Alternative 3 be revised and the Draft EIR recirculated.

The commenter's claim that Alternative 3 spends about 10 percent less on transportation projects than the proposed project is not correct. Alternative 3 would spend approximately 3 percent less on transportation projects compared to the proposed project. Specifically, Alternative 3 would spend approximately \$12,897,347, and the proposed project would spend approximately \$13,281,883 on transportation projects.

Appendix C to the Draft EIR contains "performance metric data," which are the various metrics that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its regional travel demand model (RTDM) to calculate the performance metrics presented in Appendix C. The AMBAG RTDM is a trip-based platform that includes Monterey, San Benito, and Santa Cruz counties. The RTDM allows AMBAG to obtain an understanding of the transportation network performance characteristics (e.g., vehicle speeds, volume to capacity relationships, travel time, VMT) and estimate how socioeconomic changes (e.g., population increases, land use development) will impact travel demand. The RTDM allows for comparisons of different scenarios, including consequences of future changes or absence of change to the transportation system (e.g., building new facilities, improving existing facilities, or doing nothing at all).

The AMBAG RTDM has been peer reviewed and meets best practice standards. A Federal Highway Administration (FHWA) sponsored TMIP peer review was conducted in 2013 to review the AMBAG model and discuss future model needs and improvements. The Metropolitan Transportation Plan (MTP) determines what transportation projects are programmed into the RTDM. The existing RTDM reflects transportation projects adopted by the AMBAG Board of Directors in June 2018. The 2022 AMBAG RTDM is an updated travel demand model estimated and calibrated to 2015 conditions. The model updates and improves upon the 2015 base year update performed in 2018. The 2022 RTDM is estimated and calibrated using survey data from the 2012 California Household Travel Survey (CHTS) and the 2017 National Household Transportation Survey (NHTS), Census, employment, and traffic data for the 2015 base year utilized for the 2045 MTP/SCS.

The model utilizes advance techniques to capture travel behavior at a more individual level and incorporates disaggregate level data into some of the modeling stages. The primary

reasons for introducing more disaggregate level data into the model was to assist in addressing elements of SB 375, and to pave the way for a possible transition to a tour-based modeling approach in the future. This updated model is a traditional four-step trip-based approach, and as such includes models for Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment. Specific differences compared with traditional approaches include a population synthesis to drive the trip generation socioeconomic variables, calculation of the 4D variables (Density, Diversity, Design, and Destinations) using GIS techniques to support inputs to various model stages, the use of person-based trip rates, destination choice model for the trip distribution, and a mode choice component designed and estimated entirely from the survey.

AMBAG has utilized its RTDM to model the revisions to Alternative 3 that the commenter suggests, such as increasing spending on transportation projects and emphasizing rapid transit projects. For purposes of this discussion, AMBAG will refer to this potential alternative as “Alternative 3A.” The amount that would be spent on transportation projects for Alternative 3A is \$13,443,053, or approximately 1 percent more than the proposed project. The full list transportation projects and performance metrics of Alternative 3A are presented in Attachment 1 to this RTC document, based on the RTDM output. Performance metrics mentioned specifically in the comment letter are also summarized in Table 1 below.

As shown in Table 1, Alternative 3A would increase transit ridership by approximately 1.5 percent compared to the proposed project and by approximately 0.2 percent compared to Alternative 3. This is expected given that Alternative 3A emphasizes bus rapid transit projects. However, Alternative 3A would also increase daily hours of truck delay compared to the proposed project. The increase would be approximately 197 daily hour of truck delay compared with the proposed project, which would also result in a slight decrease of approximately 34 hours compared to Alternative 3. Congested VMT under Alternative 3A would be approximately 872,995 miles, which is less than but similar to Alternative 3, which would be approximately 75,033 more miles than the proposed project. Therefore, as shown in the table below, Alternative 3A, which encompasses the suggestions provided by the commenter, would not be especially effective at reducing truck delay or freight mobility compared to alternatives already evaluated in the Draft EIR or the proposed project.

Table 1 Performance Metrics of Alternative 3A for 2045

Performance Metric (all 2045)	2045 MTP/SCS	Alternative 1: No Project	Alternative 2: 2045 Alt. Transportation Modes	Alternative 3: 2045 Infill and Transit Focus	Alternative 3A
Transit Ridership	38,078	37,803	38,406	38,759	38,805
Daily Truck Hours of Delay	8,218	9,611	8,252	8,449	8,415
VTM Total	20,032,142	20,041,051	20,126,625	19,904,230	20,051,636
VTM Total Per Capita	23.0	23.0	23.1	22.9	23.1
Congested VMT	797,962	875,310	817,574	893,549	872,995
GHG (CO2) Emissions from all land use and VMT (lbs)	11,081,610	11,064,845	11,128,633	11,010,269	11,108,539
Per capita GHG (Full Fleet)	12.7	12.7	12.8	12.7	12.8
GHG emissions per capita for passenger vehicles, excludes external trips, does not include off model adjustments for SB 375 VMT (in lbs)	15,391,854	15,500,432	15,456,673	15,331,830	15,454,656
Per capita GHG (Auto and light duty truck only- SB375)	17.7	17.8	17.8	17.6	17.8

Additionally, as shown in Table 1 above, Alternative 3A would also not substantially decrease GHG emissions, regardless of whether emissions are quantified as a total or per capita. Per capita GHG emissions in 2045 from the full vehicle fleet would be 12.7 if the 2045 MTP/SCS is implemented and 12.8 if Alternative 3A is implemented, which is a negligible increase of approximately 0.1. Accordingly, the modifications to Alternative 3 suggested by the commenter, which is presented here as Alternative 3A, would not substantially reduce GHG emissions compared with the proposed project, and impacts would be similar. The commenter's suggestions would not substantially reduce GHG emissions and truck delay compared to the 2045 MTP/SCS and compared to Alternative 3 because the suggestions were based on six specific projects, largely all U.S. 101 projects. Emissions of GHG and truck delay occur throughout the region, not solely on or as a result of U.S. 101, and therefore six specific projects do not have substantial effects on reducing regional GHG emissions and truck delay. Additionally, the commenter's suggestions would not achieve the GHG reductions that the commenter expected because the focus on BRT projects is minimally effective in the AMBAG region given how much of the region is rural or involves land uses not well suited to public transit, such as agricultural operations.

In addition, Alternative 3A is infeasible due to the limitations on the use of various funding sources on different transportation modes. In order to implement Alternative 3A, new funding sources would need to be identified to fund and operate the various improvements

that are not eligible expenditures for the reasonably available funding sources included in the 2045 MTP/SCS.

Therefore, it is unnecessary to develop the suggested modifications (i.e., Alternative 3A) into an alternative for detailed consideration in Section 7, *Alternatives*, of the Draft EIR, and Draft EIR recirculation to consider such a potential alternatives is not required.

Response 7.5

The commenter opines that, pursuant to SB 743, the thresholds used to determine the significance of transportation impacts of the proposed project cannot include congestion metrics, such as average work trip travel time during peak period or truck delay hours. The commenter asserts that the Draft EIR describes Alternative 3 as failing to meet mobility goals of the project because Alternative 3 would result in increased congested VMT and truck delay.

The commenter is correct that SB 743 eliminated automobile delay as a significant environmental impact for purposes of CEQA (see CEQA Guidelines Section 15064.3(a)). Pursuant to SB 743 and CEQA Guidelines Section 15064.3, the Draft EIR does not utilize metrics of delay as significance thresholds for transportation impacts. Page 7-36 of the Draft EIR, in regard to Alternative 3, discusses objectives of the project and not thresholds of significance for impacts. The thresholds of significance that were used for the transportation impacts analysis are listed on pages 4.15-21 and 4.15-22 of the Draft EIR. As shown therein, there are no metrics of vehicle delay listed, including average work trip travel time during peak period or truck delay hours. The thresholds of significance list on pages 4.15-21 and 4.15-22 of the Draft EIR are also used to evaluate the transportation impacts of alternatives to the proposed project, found in Section 7, *Alternatives*. The Draft EIR uses no metric of automobile delay to determine the significant of transportation impacts.

The commenter is correct that the Draft EIR describes Alternative 3 as failing to meet the mobility goals of the project due to substantial increases in congested VMT and freight delays (see Draft EIR page 7-36). However, the commenter has incorrectly determined this statement or description in the Draft EIR as either an impact or a significance threshold by which impacts are quantified. Mobility goals are not impacts of the proposed project, but instead just one of the goals that AMBAG has included for its 2045 MTP/SCS.

Response 7.6

The commenter opines that some degree of congestion is necessary to create incentives for alternative transportation mode choice, and therefore no alternative that promotes alternative transportation could also achieve the 2045 MTP/SCS goal to increase or maintain mobility.

The commenter's opinion regarding the inverse relationship between alternative transportation and mobility appears to be anecdotal, and is not supported by facts or data offered by the commenter. Alternative transportation modes, such as a new walking pathway connecting a residential area to a commercial shopping district, can promote walking or

jogging as an alternative to driving while also not relying on a reduced mobility on the roadway network. Additionally, the State CEQA Guidelines do not require alternatives to meet every goal or objective of a project, only most of the basic objectives (see Section 15126.6 of the State CEQA Guidelines); Alternative 3 was included in the reasonable range of alternatives evaluated in the Draft EIR even though it was inconsistent with proposed project mobility goals.

Response 7.7

The commenter expresses difficulty understanding how peak hour traffic congestion affects freight mobility, as described in Alternative 3 in the Draft EIR, considering that freight logistic companies routinely plan their operations and schedule around peak hour. The commenter opines that it is unclear if these sorts of adjustments to operations and schedules are accounted for in Alternative 3.

Page 7-36 of the Draft EIR indicates that Alternative 3 would substantially increase congested VMT which would result in increased freight delays compared to the proposed project. However, congested VMT is not the same thing as peak hour vehicle delay. Peak hour delay is delay occurring during what is considered the traditional morning and evening rush hours, generally between 7:00 and 9:00 AM and 4:00 and 6:00 PM, but can vary depending on location and regional circumstances (i.e., major metropolitan cities can have extended rush hours). Congested VMT is simply a measurement of the number of miles driven in congested conditions. Congested conditions are not necessarily the result of peak hour traffic. For example, bottlenecks from roadway construction projects can cause congested VMT, as can bottlenecks where freeways go from several lanes to only one or two lanes. Congested VMT can also occur outside of peak hour in areas that are more visited or traveled to on weekends or night, such as beaches, parks, and concert venues. The Draft EIR does not account for freight operators changing their routes to avoid congested VMT because congested VMT can change and in some instances cannot be predicted or avoided.

Response 7.8

The commenter expresses an opinion that the Draft EIR provides insufficient information to substantiate statements that Alternative 3 would reduce freight mobility. The commenter requests additional information specific to how freight mobility was calculated and determined for Alternative 3.

Appendix C to the Draft EIR contains the “performance metric data” including hours of truck delay. Performance metric data are the various metrics and measurements that AMBAG has calculated to determine the effectiveness of the proposed project and each of the alternatives analyzed in Section 7, *Alternatives*, of the Draft EIR. As described on page 4.15-22 of the Draft EIR, AMBAG utilized its regional travel demand model (RTDM) to calculate the performance metrics presented in Appendix C. Please refer to Response 7.4 for more explanation on the RTDM.

Appendix C to the Draft EIR contains some metrics that are unrelated to CEQA or environmental impacts, such as daily truck hours of delay, which is the metric the commenter

refers to in this comment. As shown in Appendix C to the Draft EIR, Alternative 3 would result in approximately 8,449 daily hours of truck delay in 2045. This would be an increase of approximately 2,045 daily hours of truck delay compared to 2020 baseline conditions, which is also shown in Appendix C. As shown in Appendix C, the proposed project would result in approximately 8,218 daily hours of vehicle delay in 2045, which would also be an increase compared to 2020 baseline conditions. Compared to one another, Alternative 3 would result in approximately 231 more daily hours of truck delay than the proposed project.³

Pages 2-7 and 2-8 of the Draft EIR discuss and list the goals, strategies, and objectives of the proposed project. As stated therein, one of the objectives of the proposed project is to “increase the accessibility and mobility options available to people and freight.” Accordingly, escalation in daily hours of truck delay compared to baseline conditions would be at least somewhat inconsistent with this objective regardless of how small the escalation because it would decrease freight mobility. AMBAG as lead agency has considerable discretion to select appropriate impact assessment methodologies, and the Draft EIR properly uses a qualitative assessment to determine whether an alternative can meet project objectives. Therefore, the Draft EIR is not required to identify a threshold for what amount of truck delay is inconsistent with the objective of the project regarding freight mobility. Similarly, the purpose of Alternative 3 is not to improve freight mobility. The purpose of Alternative 3 is to attempt to reduce one or more of the potentially significant impacts of the 2045 MTP/SCS, while satisfying most of the project objectives, consistent with Section 15126.6 of the *State CEQA Guidelines*. Pursuant to Section 15064.3, project effects on automobile delay shall not constitute a significant environmental impact. Therefore, it is unnecessary to revise Alternative 3 to reduce truck delay, as the purpose of Alternative 3 or more broadly, an alternatives analysis, is to reduce significant environmental impacts. .

Response 7.9

The commenter asserts that the Draft EIR should determine if there is an environmentally superior alternative that would achieve freight mobility goals of the 2045 MTP/SCS, even if it is unable to reduce VMT impacts.

Pursuant to Section 15126.6 of the State CEQA Guidelines, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives...” As stated here and described above in Response 7.6, an alternative need not meet every objective of the project, only most of the basic objectives. Therefore, it is unnecessary to develop an alternative that meets only the freight mobility objective of the project, as Section 7, *Alternatives*, of the Draft EIR contains alternatives that meet most of the basic objectives of the project, including Alternative 3. Further, as discussed in Response 7.4., the commenter’s alternative (Alternative 3A) proposed to reduce truck delay would in fact not have that effect.

³ 8,449 hours - 8,218 hours = 231 hours

According to Section 15126.6 of the State CEQA Guidelines, “the discussion of alternatives in an EIR shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives...” Section 15126.6 continues, “the alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” As described on page 4.15-26 of the Draft EIR, the proposed project would have significant impacts related to VMT. Therefore, developing an alternative to achieve every objective of the project, including increased freight mobility, while not attempting to reduce the significant VMT of the project or other significant impacts would be inconsistent with CEQA Guidelines Section 15126.6.

Response 7.10

On behalf of the commenter, EcoDataLab states that they have reviewed the Draft EIR. The EcoDataLab representative briefly describes their advanced education, career experience, and professional qualifications.

The comment does not question the analysis or mitigation measures in the Draft EIR, or the alternatives evaluated in the Draft EIR. However, this comment is part of an introductory section to the letter prepared by EcoDataLab, which is an attachment to comment letter 7. Please refer to the other later responses to this EcoDataLab letter, below.

Response 7.11

On behalf of the commenter, EcoDataLab opines that Alternative 3 in the Draft EIR should include more spending on transportation and transit projects to further reduce the VMT and GHG impacts while also achieving the freight mobility objective of the project.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this document, would not reduce VMT or GHG emissions compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Additionally, GHG emissions under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Accordingly, the modifications to Alternative 3 requested by the commenter would not result in reduced VMT or GHG emissions.

Response 7.12

The commenter summarizes the VMT impacts of the proposed project, the alternatives evaluated in the Draft EIR, and the finding that Alternative 3 is environmentally superior, while increasing freight delay and only negligibly reducing VMT and GHG. The commenter indicates that they have evaluated these claims and the rigor of the Draft EIR analysis.

The commenter's summary is generally consistent with the Draft EIR. No additional response is warranted to this comment because the commenter has asked no questions or requested revisions to the Draft EIR.

Response 7.13

The commenter summarizes the number and cost of transportation projects included in the 2045 MTP/SCS and compares it to the number and cost of transportation projects included in Alternative 3. The commenter suggests that including more transportation projects that reduce congestion and freight delay in Alternative 3 would reduce VMT impacts.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, Alternative 3 would spend approximately 3 percent less on transportation projects compared to the proposed project. Specifically, Alternative 3 would spend approximately \$12,897,347 and the proposed project would spend approximately \$13,281,883 on transportation projects.⁴ The commenter's claim that Alternative 3 spends about 10 percent less on transportation projects than the proposed project is not correct.

Response 7.14

The commenter identifies several specific transportation projects that were included in the 2045 MTP/SCS but excluded from Alternative 3, which they suggest would likely achieve further VMT reductions, improve congestion, reduce truck delay, or all of the above. The commenter opines that the DEIR should consider a revised Alternative 3 that would spend the same total amount as the base project.

The commenter suggests transportation improvements to U.S. 101 and State Route 156 (e.g., MON-CT030-SL, MON-CT031-CT, and MON-CT023-CT) as a way to potentially reduce congestion and truck delays. These projects were included in Alternative 3A. Additionally, 3A also includes three other projects mentioned by the commenter, including: Live Oak Transit Hub (SC-VAR-P46-VAR), Watsonville Transit Hub (SC-VAR-P47-VAR), and Local Transit Service Restoration and Expansion for Santa Cruz Metro Transit District (SC-MTD-P14-MTD). While there was a slight reduction in congested travel in Alternative 3A compared to Alternative 3, truck delay was similar. Both metrics under Alternative 3A did not perform as well as compared to the proposed project. Project MON-CT030-SL consists of widening U.S. 101 to 6 lanes and/or adding auxiliary lanes within City of Salinas, where feasible. This project did not achieve substantial reductions in congested travel or truck delay because the addition of travel lanes to an existing freeway or highway increases the trip capacity of the road, but does not necessarily reduce congestion. Project MON-CT031-CT did not achieve substantial reductions in congested travel or truck delay because it addresses congestion on one segment of a single road in the AMBAG region. Similarly, Project MON-CT023-CT did not achieve substantial reductions in congested travel or truck delay because it addresses congestion at a single intersection in the AMBAG region.

⁴ $(\$12,897,347 - \$13,281,883) / \$13,281,883 \times 100 \text{ percent} = -2.98 \text{ percent (or approximately 3 percent less)}$

This comment is also similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this response to comment document, would not reduce VMT compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Alternative 3A would reduce daily hours of truck delay by approximately 34 hours compared to Alternative 3, but a reduction of 34 hours would not be substantial considering both Alternative 3 and Alternative 3A would both have more than 8,000 daily hours of truck delay. Additionally, because difference in daily hours of truck delay between Alternative 3 and Alternative 3A is negligible, the reduction in daily hours of truck delay between Alternative 3A and the proposed project would be very similar to the reduction resulting from Alternative 3. Therefore, it is unnecessary to revise Alternative 3 or develop Alternative 3A into an alternative evaluated in Section 7, *Alternatives*, of the Draft EIR.

Response 7.15

The commenter suggests that Alternative 3 be revised to provide greater investment in BRT or other potential transit projects, either as a shift away from rail infrastructure or by using under-allocated funds under Alternative 3 to further reduce VMT and GHG emissions.

The commenter's statement that rail is a long-term investment to reduce VMT is a correct statement. The commenter's statement that shifting investment away from transit and/or applying under-allocated funds in Alternative 3 toward BRT projects could further reduce VMT is not an accurate statement. As described in Response 7.4, AMBAG has utilized its RTDM to model the revisions to Alternative 3 that the commenter suggests, such as increasing spending on transit and emphasizing BRT projects. As discussed in Response 7.4 above, Alternative 3A, incorporating the commenter's suggestions, would not substantially reduce VMT or GHG emissions compared to the MTP/SCS or compared to Alternative 3.

Response 7.16

The commenter summarizes their prior comments, stating that Alternative 3 should be revised to (1) spend all available funding; (2) allocate funding to projects that would reduce VMT and/or freight delay; and (3) select the most cost-effective VMT-reducing projects such as BRT. Regarding VMT-reducing projects such as BRT, please see Response 7.15.

This comment is similar to Comment 7.4. Please see Response 7.4, above. As described therein, AMBAG has modeled these recommended modifications to Alternative 3 using its RTDM. The modifications suggested by the commenter, collectively referred to as Alternative 3A in this response to comment document, would not reduce VMT compared to Alternative 3. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Alternative 3A would reduce daily hours of truck delay by approximately 34 hours compared to Alternative 3, but a reduction of 34 hours would not be substantial considering both Alternative 3 and Alternative 3A would both have more than 8,000 daily hours of truck delay.

Additionally, because difference in daily hours of truck delay between Alternative 3 and Alternative 3A is negligible, the reduction in daily hours of truck delay between Alternative 3A and the proposed project would be very similar to the reduction resulting from Alternative 3. Therefore, it is unnecessary to revise Alternative 3 or develop Alternative 3A into an alternative evaluated in Section 7, *Alternatives*, of the Draft EIR.

Letter 8

Heather Adamson

From: nelson333@baymoon.com
Sent: Monday, January 31, 2022 4:52 PM
To: Heather Adamson
Subject: Comments, Draft 2045 MTP/SCS and Draft EIR

Friendly greetings,

I appreciate the opportunity to comment on the Draft 2045 MTP/SCS, and its Draft EIR.

As I consider what to focus on here, I come to a halt on the following on page 4.15-26 of the Draft EIR:

THE 2045 MTP/SCS WOULD RESULT IN AN INCREASE TO DAILY VMT [vehicle miles traveled] PER CAPITA BETWEEN THE BASELINE 2020 CONDITIONS AND 2045 CONDITIONS. PER CAPITA VMT IMPACTS FROM IMPLEMENTATION OF THE 2045 MTP/SCS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

plus the following on page 4.8-25:

IMPLEMENTATION OF THE 2045 MTP/SCS WOULD CONFLICT WITH THE STATE'S ABILITY TO ACHIEVE SB 32, EOS S-3-05 AND B-55-18, AND APPLICABLE LOCAL GHG REDUCTION PLAN TARGETS AND GOALS. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Please recognize, these impacts will not be so "unavoidable" if our region turns away from auto-centric transportation planning business-as-usual and dedicates the resources to all the innovative alternatives we can muster!

I experience these impact findings a sad and unacceptable statement of failure to protect fundamental necessities for our common future together.

Those necessities which I expect we *all* treasure include, the stable climate that we know. Rain, and not induced drought, nor too much rain all at once from a powered-up winter atmosphere, bringing floods. Warmth, but not record-breaking heat that withers crops, desiccates wild lands, and precedes devastating wildfires. Sea level, that does not keep accelerating in its rise. A safe home, on this Goldilocks Earth.

In Chapter 7, the Draft EIR identifies alternative scenarios which would certainly perform better on this essential climate concern, especially if Alternatives 2 and 3 were combined in a single concept-plan for how to escape from automobilism. Yet, I see Alternatives 2 and 3 scarcely analyzed, and hand-waved away, partly with frankly absurd statements like the following on page 7-16 (pdf page 677):

Although this alternative [2] was designed to reduce VMT by providing or promoting alternative transportation modes, it did so by eliminating many roadway improvement projects, some of which would reduce congested and total VMT.

This vague "some of which" statement contradicts our common experience and the State of California's findings about the correlation of highway capacity expansions with VMT growth and failure to achieve lasting congestion reduction, and then no further reference, evidence, or science basis is given here for how the report authors came to this improbable conclusion. How is this consistent with CEQA requirements?

Perhaps it will *not* be time for the AMBAG Board of Directors to adopt a CEQA Statement of Overriding Considerations to approve this flawed MTP/SCS and its EIR. Are we to capitulate and say it is infeasible to save ourselves from ourselves?

Sincerely,

Jack Nelson

Professional Environmental Planner & Land Use Planner, retired

127 Rathburn Way, Santa Cruz, CA 95062

Letter 8

COMMENTER: Jack Nelson

DATE: January 31, 2022

Response 8.1

The commenter expresses appreciation to comment on the Draft EIR and expresses sadness or disapproval regarding the project's significant and unavoidable impacts related to VMT and GHG emissions and cites the conclusions on Draft EIR pages 4.15-26 and 4.8-25. The commenter states these impact conclusions would not be "unavoidable" if the AMBAG region turns away from auto-centric transportation planning to protect the climate.

The commenter is correct that implementation of the proposed project would result in significant and unavoidable impacts related to VMT, as described on page 4.15-26 of the Draft EIR. The commenter also is correct in that the project result in significant GHG impacts, as described on page 4.8-25 of the Draft EIR. The commenter's disapproval of these impacts is noted. However, because the comment does not pertain to the adequacy of the analysis of these issues, no further response is required.

Response 8.2

The commenter alleges that the significant climate change impacts resulting from the project could be reduced if AMBAG combines Alternative 2 and Alternative 3 into a single alternative and implements it instead of the proposed project.

Pursuant to Section 15126.6 of the State CEQA Guidelines, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."

AMBAG, as lead agency, has evaluated a range of alternatives to the proposed project in Section 7, *Alternatives*, of the Draft EIR. Among the alternatives evaluated in the Draft EIR, are Alternative 2 and Alternative 3. Both Alternative 2 and Alternative 3 reduce some of the significant impacts of the proposed project, which is partially why they were developed as alternatives and analyzed in the Draft EIR, consistent with Section 15126.6 of the State CEQA Guidelines. Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. The commenter provides no details or explanation of how Alternative 2 and Alternative 3 could be combined into a single alternative that would further reduce impacts than either alternative alone. In other words, the commenter does not explain or define what is meant by "combined in a single concept-plan." However, generally, the commenter's suggested alternative would be

similar to Alternative 2 and Alternative 3 because it would be a combination of these two alternatives. Because the Draft EIR provides an analysis of two alternatives that are seemingly similar to the commenter's suggested alternative, it is unnecessary to evaluate the commenter's suggested alternative.

The commenter provides insufficient detail on their suggested alternative to conclude whether its claims that it would reduce VMT impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce VMT impacts is incorrect. As described on page 7-24 of the Draft EIR, Alternative 2 would generate 20,126,625 daily VMT in 2045 compared to 20,032,142 daily VMT for the proposed project - an increase of 94,483 VMT, or 0.47 percent. This increase is negligible (less than a one percent change) such that VMT would be similar as compared to the 2045 MTP/SCS. As discussed on page 7-34 of the Draft EIR, Alternative 3 would generate 19,904,230 daily VMT in 2045 compared to 20,032,142 daily VMT for the 2045 MTP/SCS - a decrease of 127,912, or 0.64 percent. This decrease is negligible (less than a one percent change) such that VMT would be similar as compared to the proposed project. Overall, impacts related to transportation would be similar under Alternative 3 and would remain significant and unavoidable.

The commenter provides insufficient detail on their suggested alternative to conclude whether their claims that it would reduce GHG impacts are accurate. However, based on a simplified combination of Alternative 2 and Alternative 3, the commenter's assertion that their suggested alternative would reduce climate change impacts, e.g., the GHG impact related to the ability to achieve Senate Bill 32, Executive Orders S-3-05 and B-55-18, and applicable local greenhouse gas reduction plan targets and goals is incorrect. As shown in Table 7-4 on page 7-20 of the Draft EIR, Alternative 2 would result in slightly higher GHG emissions compared with the proposed project. Therefore, compared to the proposed project, Alternative 2 would further reduce the ability to achieve Senate Bill 32, Executive Orders S-3-05 and B-55-18, and applicable local greenhouse gas reduction plan targets and goals. As shown in Table 7-6 on page 7-30 of the Draft EIR, Alternative 3 would decrease total GHG emissions by 12,025 MT CO₂e/year, or 0.29 percent, compared with the proposed project. Per capita emissions would decrease from 4.77 to 4.76 MT CO₂e per service population per year, a decrease of 0.01 percent, compared to the proposed project. This decrease is negligible (less than a one percent change) such that GHG impacts would be similar as compared to the 2045 MTP/SCS. Impacts would remain significant and unavoidable, as they are for the 2045 MTP/SCS, as discussed on page 7-30 of the Draft EIR.

Additionally, as describe in Response 7.4, using its RTDM, AMBAG modeled a modified version of Alternative 3, referred to as Alternative 3A in this response to comments document, that was suggested by a commenter. Although Alternative 3A is a modified version of Alternative 3, the modifications incorporate some aspects of Alternative 2. In other words, Alternative 3A is representative of a combination of Alternative 3 and Alternative 2. As discussed in Response 7.4, total VMT under Alternative 3A would increase compared to Alternative 3, as well as compared with the proposed project. Additionally, Alternative 3A would also not substantially decrease GHG emissions. Accordingly, an alternative consisting

of a combination of Alternative 2 and Alternative 3 in the Draft EIR would not reduce the significance of VMT or GHG impacts as suggested by the commenter.

In summary, the commenter recommends a new alternative that is a combination of two alternatives already evaluated in detail in the Draft EIR. Both of these alternatives result in a similar level of impact severity as the proposed project for the impacts of concern to and identified by the commenter. Additionally, because the commenter's suggested alternative is a combination of two alternatives already evaluated in the Draft EIR, it is unnecessary to include the recommended alternative because the Draft EIR evaluates similar alternatives. The commenter also provides insufficient detail to develop such an alternative for inclusion and analysis in the Draft EIR.

Response 8.3

The commenter asserts that Alternatives 2 and 3 are only scarcely analyzed by the Draft EIR and are dismissed partially with unsubstantiated statements, which would be inconsistent with CEQA.

Pursuant to Section 15126(d), the Draft EIR considered the no project alternative and two potentially feasible alternatives to the proposed 2045 MTP/SCS in Section 7, *Alternatives*, beginning on page 7-1. Each environmental resource area was analyzed under each alternative, and the alternative's potential impacts were compared to impacts analyzed for the 2045 MTP/SCS. This is consistent with Section 15126.6(d) of the *CEQA Guidelines*, which does not require the EIR to provide the same level of analytical detail of alternatives as compared with the proposed project.

The commenter's assertion that Alternative 2 contains unsubstantiated statements to support the impacts analysis and determination is incorrect. Specifically, the commenter claims that the Draft EIR conclusion that Alternative 2 was designed to reduce VMT by providing or promoting alternative transportation modes by eliminating roadway improvement projects is based on an unsubstantiated claim that the alternative would eliminate roadway improvement projects that would reduce VMT. This assertion is incorrect because Alternative 2 is specifically designed to eliminate roadway improvement projects. As discussed in the description of Alternative 2 on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 specifically includes fewer local streets and roads and highway projects than the proposed 2045 MTP/SCS. The commenter's assertion is also incorrect because AMBAG specifically modeled the GHG emissions of Alternative 2 using their RTDM (see Response 7.8 and Appendix C of the Draft EIR).

Letter 9

Heather Adamson

From: Ana Flores <aflores@ambag.org> on behalf of info <info@ambag.org>
Sent: Tuesday, February 1, 2022 6:31 AM
To: Heather Adamson
Cc: Maura Twomey
Subject: FW: 2045 RTP

From: micheal saint <solarevsaint@gmail.com>
Sent: Monday, January 31, 2022 2:22 PM
To: info <info@ambag.org>; 2045rtp@sccrtc.org; Regional Transportation Commission <info@sccrtc.org>
Subject: 2045 RTP

January 30th, 2022

Dear Commissioners

For years as an advocate for Sustainable Transportation and a sustainable environment for our tri-county area I have concluded that our SCCRTC, AMBAG and those in charge of planning and executing of transportation projects seem mostly comfortable with business as usual and limiting their efforts to follow the State of California's Climate Action Policy.

After studying EIRs from AMBAG and Caltrans it seems most of the effort goes to finding ways to avoid following the State of California's environmental mandates, the Governors executive orders on climate action, and getting around CEQA requirements. If the same energy could be used on ways to help mitigate the effects of Climate Change during our planning efforts we could be on our way to slowing down this existential threat to our planet and life as we know it.

9.1

Ignoring these mandates is allowing the effects of climate change to continue its increasing effect of global warming. All decisions concerning transportation projects, housing infill and sustainable planning should have at its core "are we helping to mitigate climate change?" There are no excuses not to do this.

As an example, since 2016, with the exception of our adoption of a CCE (Community Choice Energy), our transportation commissions and AMBAG have done very little to address climate change. Putting in a few green bike lanes, fixing some pedestrian intersections and not pursuing a mass transit system on the rail corridor is a poor start to a sustainable future.

Instead we have attained funding to widen Highway 1 with an addition of a bus on shoulder shared with cars. A more functional description of this hybrid system is buses stuck in traffic. The City of Santa Cruz also approved highway 1/9 Intersection/Improvement project, which includes highway and bridge widening to accommodate more cars.

9.2

The city of Santa Cruz is pursuing a major multi-use project, which includes a 310 space parking structure. Not needed according to the parking studies.

We are still too focused on car infrastructure and trying to appease a car eccentric voting base that has been uninvolved, and a leadership that is unwilling to make the tough choices.

A paradigm shift is needed to change this car dependent society. Funding must be reversed, with a majority going to public mass transit, and a robust school bus system. Living at the choke point in Aptos I have seen first hand the decrease in traffic during school holidays.

9.2

May I make a suggestion to the planners and those that make these obsolete decisions that do not reflect the realities and direction we must go in the future? Take some time and do a little more research to adopt exciting green sustainable transportation ideas from European cities.

In summary, my opinion is you may be opening yourself up to litigation. A lot of the draft EIR (MTP/SCS) reasoning to eliminate the alternatives seems unfounded and just opinion oriented. As an example the use of the rural excuse to not develop a robust mass transit is just conjecture. If you were to focus on where the majority of our population lives, Carmel to Salinas and up to Scotts Valley. You would find that 80% or more of our population resides in that corridor. It is also the most heavily travelled corridor in our county used by locals and visitors to our beautiful area.

9.3

As a Climate activist and very concerned citizen about the lack of concern by our governing bodies over climate change, I implore AMBAG and the SCCRTC to redo this EIR (MTP/SCS) with a combination of alternative #2 and #3 scenarios.

9.4

Sincerely,

Micheal Saint

Letter 9

COMMENTER: Micheal Saint

DATE: January 30, 2022

Response 9.1

The commenter suggests that CEQA documents produced by AMBAG and by Caltrans fail to address State mandates and executive orders, which allows the continuation of climate change.

This comment seems to pertain to the way that AMBAG and Caltrans prepare CEQA documents, generally. This comment does not raise an environmental issue related to EIR adequacy specific to the Draft EIR for the 2045 MTP/SCS and accordingly, no further response is required. Nevertheless, for informational purposes, consistency with State goals and targets to reduce GHG emissions and reduce the adverse effects of climate change is addressed in Section 8, *Greenhouse Gas Emissions/Climate Change*. For example, page 4.8-25 in Section 8 of the Draft EIR evaluates consistency of the proposed project with Senate Bill 32, which is a State bill establishing GHG reduction targets. Please refer to Response 6.2 for further discussion of the Draft EIR's relationship to Senate Bill 32 as well as the Governor's Executive Orders S-3-05 and B-55-18. Additionally, the entire Draft EIR was prepared consistent with the California Environmental Quality Act (CEQA).

Response 9.2

The commenter asserts that the transportation commissions and AMBAG have done little to address climate change. The commenter identifies certain transportation projects undertaken, proposed, or envisioned in Santa Cruz County (e.g., widening of Highway 1; Highway 1/9 Intersection/Improvement project; and a multi-use project) focus predominantly on car infrastructure and suggests that funding should instead be directed toward public transit projects and other sustainable transportation modes. The commenter indicates that society needs to shift away from relying on automobiles, generally. The commenter encourages adoption of green transportation ideas from European cities.

This comment pertains to the type of transportation projects that have occurred in Santa Cruz County or are proposed in Santa Cruz, including some of which that are contained in the 2045 MTP/SCS transportation project list. This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, Section 7, *Alternatives*, beginning on page 7-1 of the Draft EIR evaluates alternatives to the proposed project. As described on pages 7-14 and 7-15 of the Draft EIR, Alternative 2 considers alternative transportation modes and prioritizes pedestrian and bicycle projects, projects to close transit gaps, bus and bus rapid transit projects, and light rail projects. As described on page 7-26 of the Draft EIR, Alternative 3 considers a more compact land use pattern and increased use of regional and interregional transit service, as well as increased telecommuting for industries where telecommuting is feasible. Both Alternative 2 and Alternative 3 consider a greater emphasis on public transit compared to the proposed

project, and the Draft EIR identifies Alternative 3 to be the environmentally superior alternative (page 7-35). However, as discussed in the Draft EIR beginning on page 7-35, Alternative 3 would not meet mobility goals of the project, and may not be feasible in that AMBAG does not have land use authority to require local agencies to make major changes to their general plans, which would be necessary for the implementation of Alternative 3.

The 2045 MTP/SCS includes many transportation projects that are specifically designed for alternative or active modes of transportation, such as transit projects and pedestrian facility projects. These projects are intended to provide people residing, working, or otherwise visiting the AMBAG region with alternatives to traditional vehicle modes of transportation. However, AMBAG does not have the capability to shift the values or choices of society, including influencing when society determines that vehicles should be phased out. Therefore, because society is currently using automobiles, the 2045 MTP/SCS must also include projects for the roadway network. In other words, AMBAG can plan projects that allow transportation without vehicles, but AMBAG cannot force society to discontinue use of automobiles and use alternative transportation modes.

Response 9.3

The commenter opines that the Draft EIR eliminates alternatives based on unfounded rationale or opinion. As an example, the commenter describes the Draft EIR's discussion of the AMBAG region as rural as conjecture. The commenter states 80 percent or more of the population lives in the most heavily traveled corridor between Carmel and Scotts Valley.

Aside from the commenter's provided example, the commenter does not provide enough detail or specification to understand how or why they feel alternatives have been dismissed based on unfounded rationale or opinion. Alternative 2 and Alternative 3 were developed as potentially feasible alternatives that might significantly reduce VMT, but they were unable to do so. They would not substantially reduce the significant VMT impact of the proposed project. As described in Section 7.2 starting on page 7-3 of the Draft EIR, two other alternatives that were considered by AMBAG that theoretically might also significantly reduce VMT, but in the Draft EIR AMBAG appropriately rejected them as infeasible. One of the rejected alternatives is an "Aggressive VMT Reduction Alternative." The multiple reasons for rejecting the "Aggressive VMT Reduction Alternative" as infeasible are described on Draft EIR pages 7-3 and 7-4.

The commenter's example pertains to a statement in Section 7.2.1 on page 7-3 of the Draft EIR. The statement, as contained in the Draft EIR, is:

"...For example, the region has a high variability in residential density and has a large rural component, with substantially longer trip lengths and therefore higher VMT for those in rural areas. These commuter trips are not easily replaced by transit, as longer transit trip lengths typically require multiple stops and/or transfers, making commuting via transit less attractive..."

The comment asserts this statement is conjecture because much of the AMBAG region population live within the same corridor generally between Carmel and Scotts Valley.

However, the commenter is incorrect for several reasons. First, the AMBAG region includes San Benito County. San Benito County includes two cities, such as the City of Hollister. San Benito County and its residents do not reside along the shoreline of the Monterey Bay generally between Carmel and Scotts Valley. Second, the commenter has incorrectly correlated population density and rural land uses. While the cities between Carmel and Scotts Valley are more densely populated compared to more rural areas in the AMBAG region, the Draft EIR statement above is specifically about how rural land uses result in lengthy trips and increased VMT. This fact is unrelated to the population residing between Carmel and Scotts Valley, as there are other rural areas in other areas of the AMBAG region that are causing increased VMT that would not be well served by transit. Additionally, the commenter's claim that 80 percent of the population in the AMBAG resides Carmel and Scotts Valley is not accurate. Approximately 21 percent of the population in the region resides within the City of Salinas and 8 percent reside in San Benito County (US Census Bureau 2020). Neither City of Salinas nor San Benito County are between Carmel and Scotts Valley, and combined they account for approximately 29 percent of the population in the region. Therefore, it is not possible for 80 percent of the population in the region to reside between Carmel and Scotts Valley.

Response 9.4

The commenter suggests that the Draft EIR be redone or revised to combine Alternative 2 and Alternative 3 into a single alternative.

This comment is similar to comment 8.2, provided in letter 8, above. Please refer to Response 8.2 for a response to this comment.

MONTEREY COUNTY
HOUSING AND COMMUNITY DEVELOPMENT
Erik V. Lundquist, AICP, Director



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10 May 2022

SENT VIA EMAIL ONLY

Heather Adamson
AMBAG
24580 Silver Cloud Court
Monterey, CA 93940

hadamson@ambag.org

**Subject: Partially Recirculated Draft Environmental Impact Report (DEIR) for the
2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities
Strategy (SCS) for Monterey, San Benito and Santa Cruz Counties –
SCH#2020010204**

Dear Ms. Adamson,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the Partially Recirculated DEIR (Impact GHG-C-1 of Section 6.4.2(h) – Greenhouse Gas Emissions) for the 2045 MTP/SCS. The County has no comments to add.

10.1

Please feel free to contact me with any questions at 831.796.6414 or email
guthriejs@co.monterey.ca.us

Sincerely,

Jaime Scott Guthrie, AICP, Planner
Housing and Community Development

cc: File REF210033
Monterey County Clearinghouse

Letter 10

COMMENTER: Jaime Scott Guthrie, AICP, Planner, Monterey County Housing and Community Development

DATE: May 10, 2022

Response 10.1

The commenter expresses gratitude for the opportunity to comment on the Partially Recirculated Draft EIR but specifies that they have no comment.

Because the commenter states that they have no comment, no further response to this comment letter is required.

Letter 11

May 30, 2022

Association of Monterey Bay Area Governments
24580 Silver Cloud Court
Monterey, CA 93940

RE: 2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy and
Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties Partially
Recirculated Draft Environmental Impact Report SCH#2020010204

Dear Members of the AMBAG Board of Directors:

Thank you very much for allowing the public and interested agencies to comment on the partially recirculated Draft EIR for the Monterey Bay region's *Draft 2045 Metropolitan Transportation Plan* and the *Draft Regional Transportation Plans* for Santa Cruz, Monterey and San Benito Counties.

11.1

The partially recirculated Draft EIR **confirms** many of the comments from members of the public, local organizations and agencies related to the inadequacy of the *Draft Metropolitan and Regional Transportation Plans (Plans)* and *Draft EIR* insofar as they maintain the status quo of not addressing the need to seriously reduce greenhouse gas emissions: "As described in Section 4.8, Greenhouse Gas Emissions/Climate Change, of the Draft EIR, the 2045 MTP/SCS would have direct GHG impacts that conflict with state goals and impacts would be significant and unavoidable." (p.1-2)

11.2

The partially recirculated Draft EIR does not address what this new determination of "significant and unavoidable" impacts and "conflict with state goals" means in terms of adopting the *Final EIR*, which is the EIR for all the regions' Draft RTPs as well, and adoption of the current drafts of the *2045 MTP/SCS* and *Regional Transportation Plans*. It seems that the intent is to do nothing beyond this notice.

Alternatively, AMBAG should require that all of these draft *Plans* be significantly reworked in order to at least attempt to achieve State GHG reduction goals. In particular, AMBAG or the State should require *Regional Transportation Plan* project lists to actually be linked with overall *Plan* goals and objectives. **Specifically, the Plans should be required to show how each major project addresses overarching goals of significant GHG reductions as well as enhanced mobility and system preservation.** Without this link within important planning documents such as these *Plans*, it will be difficult for local governments, implementing agencies and the general public to understand and invest in this essential common purpose.

11.3

Thank you for your consideration of my comments.

Sincerely,

Linda Wilshusen
Santa Cruz County Regional Transportation Commission Executive Director, 1985-2005

Letter 11

COMMENTER: Linda Wilshusen

DATE: May 30, 2022

Response 11.1

The commenter expresses gratitude for the opportunity to comment on the Partially Recirculated Draft EIR.

Because the comment does not pertain to the adequacy of the EIR or CEQA process, no response is required.

Response 11.2

The commenter states that the Partially Recirculated Draft EIR identifies a significant and unavoidable impact related to the GHG emissions resulting from implementation of the 2045 MTP/SCS and how those emissions conflict with state goals to reduce GHG emissions. The commenter opines that it seems AMBAG is considering certification of the EIR and adoption of the 2045 MTP/SCS despite this significant and unavoidable impact.

As an initial matter, this comment refers to significance conclusions already disclosed in the original Draft EIR and does not relate to the specific changes made in the Partially Recirculated Draft EIR. The Partially Recirculated Draft EIR merely identified a clerical error indicating that the 2045 MTP/SCS would not have a cumulatively considerable contribution to a significant cumulative GHG impact related to exceeding state GHG reduction targets, when in actuality it would. The Draft EIR already disclosed that the 2045 MTP/SCS would result in GHG emissions that have direct significant and unavoidable impacts related to exceeding state GHG reduction targets. This comment is therefore not limited to the new "cumulatively considerable" significance conclusion in the Partially Recirculated Draft EIR. The below response is made solely in the interest of public disclosure.

This comment is similar to comment 6.2 on the original Draft EIR. Please refer to Response 6.2, above. As described therein, the 2045 MTP/SCS would conflict with the State's ability to achieve targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. As described under Impact GHG-4 beginning on page 4.8-25 of the Draft EIR and on page 2-2 of the Partially Recirculated Draft EIR, the 2045 MTP/SCS would conflict with the State's ability to achieve GHG reduction targets established by Senate Bill 32 and Executive Orders S-3-05 and B-55-18. The Draft EIR provides mitigation measures that are intended to reduce GHG emissions; however, implementation and enforcement of these measures extends beyond the control of AMBAG and therefore cannot be guaranteed to reduce GHG emissions and meet State targets. Specifically, these measures include Mitigation Measures GHG-4(a) and GHG-4(b), beginning on page 4.8-28 of the Draft EIR. Because the commenter reiterates a significant and unavoidable impact already described in the Draft EIR, and not changed in the Partially Recirculated EIR, this comment does not require a revision to the Draft EIR.

Because the Draft EIR and Partially Recirculated Draft EIR identify significant and unavoidable impacts, even with implementation of identified and applicable mitigation measures, the AMBAG Board of Directors and the RTPAs must consider these impacts in context with the benefits of adopting the 2045 MTP/SCS and RTPs before making a decision to certify to reject the EIR. Specifically, as described in Section 15093 of the CEQA Guidelines, as the lead agency, the AMBAG Board of Directors must “balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.” The significant and unavoidable impacts of the 2045 MTP/SCS and the potential benefits of the 2045 MTP/SCS are described in a Statement of Overriding Considerations that has been prepared as required by and pursuant to CEQA Guidelines Section 15093.

Response 11.3

The commenter opines that the 2045 MTP/SCS and RTPs should be reworked to identify how each major transportation project addresses overarching goals of significant GHG reductions as well as enhanced mobility and system preservation. For the same reasons noted in Response 11.2, this comment is not limited to the new "cumulatively considerable" significance conclusions of the Partially Recirculated Draft EIR.

The commenter does not define what a major project is or what AMBAG should consider to be a major project. Nonetheless, as described above in Response 11.2, the Draft EIR and Partially Recirculated Draft EIR both identify significant and avoidable impacts related to GHG emissions, resulting from all projects included in the 2045 MTP/SCS and the land use envisions in the 2045 MTP/SCS. Therefore, not every project included in the 2045 MTP/SCS reduces GHG emissions; nor are all the projects designed to reduce GHG emissions. Some projects included in the 2045 MTP/SCS are intended to improve mobility or safety, and may or may not inadvertently reduce or increase GHG emissions. Because this comment pertains to the 2045 MTP/SCS project list and the Draft EIR already evaluates potential GHG emissions of the transportation projects, no revisions to the Draft EIR are required in response to this comment.

Spoken Comments

COMMENTER: Rafa Sonnenfeld

DATE: January 12, 2022

PARAPHRASED COMMENT 1

The commenter states they are concerned that the Shoulder Program within the 2045 MTP/SCS is a euphemism for highway widening and requests clarification on how that program is being considered as part of local transportation options or not. The commenter states that they believe it is, and that the Shoulder Program should be evaluated as a highway widening project and wouldn't be limited to bus traffic only.

In response to commenter's question regarding how auxiliary bus lanes are evaluated under the Draft EIR, consistent with the provisions of CEQA, the Draft EIR does not evaluate project-specific impacts of individual project components. Under State CEQA Guidelines Section 15168, implementing agencies may determine whether project-specific impacts require additional analysis in subsequent second-tier CEQA documents, as described within Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. Therefore, the project-level impacts, such as projects that would add auxiliary bus lanes to Highway 1 and lanes to Highway 101, would be evaluated in a future project-level environmental review. Furthermore, the inclusion of projects in the 2045 MTP/SCS does not necessarily mean that the projects would be approved and implemented.

COMMENTER: Rebecca Downey, Aptos Resident

DATE: January 19, 2022

PARAPHRASED COMMENT 1

The commenter read an excerpt from the 2045 MTP/SCS that describes how the document considers where people are going. The commenter states that more outreach with the community is needed to determine how people want to travel, not just where.

During the 2045 MTP/SCS EIR process, AMBAG solicited public input on several occasions and through multiple avenues. On January 15, 2020, AMBAG circulated a Notice of Preparation (NOP) for a 30-day period to identify environmental issue areas potentially affected if the proposed project were to be implemented and to solicit potential mitigation measures or alternatives to reduce project impacts from public agencies, organizations, and interested individuals. Comments received by AMBAG on the NOP are provided in Appendix A of the Draft EIR and are summarized in Table 1-1 of the Draft EIR. These comments were considered during the preparation of the Draft EIR.

The Draft EIR was made available for public review on November 22, 2021, and was distributed to local and State agencies and posted electronically on AMBAG's website. The 70-day CEQA public comment period ended on January 31, 2022. AMBAG received nine

comment letters on the Draft EIR. These comment letters are addressed and responded to within this document, above.

To further solicit public input on the proposed project, AMBAG held four virtual public workshops on January 12, 19, 24 and 27, 2022. In addition to the nine comment letters mentioned above, AMBAG received spoken comments from four individuals at public workshops held on January 12, 19, and 24, 2022 during the comment period of the Draft EIR.

AMBAG provided adequate opportunity for public input and conducted community outreach through four virtual public workshops. The commenter does not provide specifics as to how what additional types of community outreach should have been conducted to determine how people want to travel. Therefore, no further response to this comment is required.

COMMENTER: Linda Wilshusen, Live Oak Resident

DATE: January 19, 2022

PARAPHRASED COMMENT 1

The commenter asked for an explanation of how land uses are considered or included in both the 2045 MTP/SCS and the Draft EIR.

As shown on Figure 2-3, Figure 2-4, Figure 2-6, and Figure 2-8 of the Draft EIR, the 2045 MTP/SCS preferred scenario consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The 2045 MTP/SCS does this by defining a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and infill approach to land use and housing. Both the proposed plan and the Draft EIR evaluate the same land use scenarios and include maps within each document.

PARAPHRASED COMMENT 2

The commenter asked how both single-occupancy vehicles and carpooling have the same travel or trip time as shown in Table G-1 of the 2045 MTP/SCS.

The commenter is correct that both single occupancy vehicles and carpooling have the same travel time. However, this is because a single occupancy vehicle and a carpool vehicle are both utilizing the road at the same time, resulting in the same trip length and time. This comment does not raise an environmental issue related to EIR adequacy, and no further response is required.

PARAPHRASED COMMENT 3

The commenter asked if the land use maps in the 2045 MTP/SCS are consistent with the applicable general plans in the planning area.

As discussed within the Draft EIR Section 4.11, *Land Use*, the 2045 MTP/SCS is generally consistent⁷ with surrounding general plans. One notable difference is the horizon year, which is 2045 for the proposed project and varies for surrounding general plans within the AMBAG

region. However, the land use scenario envisioned in the 2045 MTP/SCS was developed in close coordination with AMBAG member agency planning staff, the LAFCO within each of the three counties, and the 18 cities that comprise the AMBAG region. The envisioned land use scenario would build on the current local general plans of jurisdictions within the AMBAG region. This involved close coordination with each RTPA's Technical Advisory Committee, and the Planning Director's Forum. AMBAG held more than 80 one-on-one meetings with local jurisdictions to discuss the land use pattern including methodology, assumptions, growth projections, place types, opportunity areas, economic development, and the transportation network included in the 2045 MTP/SCS. While cities and counties are not required by SB 375 to make their general plans consistent with the MTP/SCS, every effort was made to avoid inconsistencies.

PARAPHRASED COMMENT 4

The commenter asked why AMBAG did not select one of the alternatives evaluated in the EIR instead of the 2045 MTP/SCS.

As discussed within the Draft EIR under Chapter 7, *Alternatives*, during the development of the 2045 MTP/SCS, AMBAG developed and evaluated scenarios that included various land use assumptions and transportation system improvements and investments to see how each scenario could achieve the GHG targets established by CARB for the AMBAG region as well as other performance measures. Extensive outreach with partner agencies, local jurisdictions, key stakeholders, and the public was ongoing throughout the 2045 MTP/SCS planning process through workshops, meetings, surveys, and interactive tools.

It was determined that the alternatives evaluated within the Draft EIR would not outperform the 2045 MTP/SCS. However, Alternative 3 was identified as the environmentally superior alternative (page 7-36 of the Draft EIR) because overall impacts to the following resources would be less: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, and tribal cultural resources. GHG emissions and VMT would also decrease under this alternative, though this decrease would be negligible (less than a one percent change). However, this alternative would substantially increase congested VMT and would result in increased delay for freight compared to the 2045 MTP/SCS and as such, would not meet mobility goals of the project. Also, Alternative 3 may not be feasible in that AMBAG does not have land use authority and cannot require local agencies to make major changes to their general plans that would be required in order for Alternative 3 to be implemented.

Please note that under the role of the Draft EIR is not to "select" the MTP/SCS or one of the alternatives. Rather, as required by CEQA, it describes a proposed project (the 2045 MTP/SCS), and alternatives to the proposed project.

PARAPHRASED COMMENT 5

The commenter asked how the opportunity sites identified in the 2045 MTP/SCS were evaluated or considered in the Draft EIR.

Opportunity sites were not evaluated within the Draft EIR, as they are only a tool AMBAG utilizes for planning purposes.

COMMENTER: Holly

DATE: January 24, 2022

PARAPHRASED COMMENT 1

The commenter expresses disapproval that an unnamed, specific project in the 2045 MTP/SCS is not categorized as fully funded. The commenter describes the project as an interchange project involving Laurel Road, Sugar Loaf, and Glenwood Cutoff. The commenter further states they would like this project moved to the constrained project list and fully funded.

This comment does not raise an environmental issue related to EIR adequacy, and no further response is required. Nevertheless, the commenter's request to have the particular project fully funded has been noted.

4 Works Cited

- California Air Resources Board (CARB). 2019a. Final Sustainable Communities Strategy Program and Evaluation Guidelines Appendices. <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Appendices.pdf>. (accessed April 2022).
- _____. 2019b. Final Sustainable Communities Strategy Program and Evaluation Guidelines. November. <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Report.pdf>. (accessed April 2022).
- California Department of Transportation (Caltrans). 2020a. Caltrans Greenhouse Gas Emissions and Mitigation Report. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/ghg-emissions-and-mitigation-report-final-august-2-2020-revision9-9-2020-a11y.pdf>. (accessed April 2022).
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- United States Census Bureau. 2020. 2020 Census Redistricting Data (Public Law 94-171) [Census dataset P1]. <https://data.census.gov/cedsci/table>. (accessed April 2022).

Attachment 1

Alternative 3A Performance Metrics

Performance Measures for 2045 MTP/SCS Environmental Impact Report

PM ID	DESCRIPTION	Alt 3A	2045 Project (Revenue Constrained)
1	Percent of work trips that are 30 minutes or less by mode peak period (Percent)		
1a	SOV/Drive alone	84.8%	84.3%
1b	Shared Ride	84.8%	84.3%
1c	Transit	62.3%	60.8%
2	Average work trip travel time peak period (in minutes)	15.5	15.6
3	Percent of jobs within 1/2 mile of a high quality transit (Regional)	31.3%	24.8%
3a	Monterey County	30.4%	28.2%
3b	San Benito County	0.0%	0.0%
3c	Santa Cruz County	38.0%	23.3%
4	Daily truck hours of delay (Truck Vehicle Hours)	8,415	8,218
5	Emissions		
5a	GHG (CO ₂) Emissions from all land use and VMT (lbs)	11,108,539	11,081,610
5b	Per capita GHG (Full Fleet)	12.8	12.7
5c	GHG emissions (Passenger vehicles, excludes external trips, does not include off model adjustments) for SB 375 VMT (in lbs)	15,454,656	15,391,854
5d	Per capita GHG (Auto and light duty truck only- SB375)	17.8	17.7
5e	Smog forming pollutants (TOG) (pounds/daily)	2,006	1,998
5f	Smog-forming pollutants (TOG) (pounds/day) per capita	0.002	0.002
6	Total bike, walk and transit trips (without/ Post Processing)	379,555	382,059
6a	Percent of trips by walk mode	11.2%	11.3%
6b	Percent of trips by bike mode	2.2%	2.2%
7	Congested vehicle miles travelled peak periods (LOS E & F)**	872,995	797,962
8	Transit Ridership	38,805	37,939
8a	Monterey-Salinas Transit	16,909	16,133
8b	San Benito County Express	1,043	883
8c	Santa Cruz Metro	20,853	20,923
9	Percent of population within 1/2 mile of a high quality transit (Regional)	37.6%	30.0%
9a	Monterey County	47.9%	42.1%
9b	San Benito County	0.0%	0.0%
9c	Santa Cruz County	31.0%	18.4%
10	VMT Total	20,051,636	20,032,142
11	VMT Total per capita	23.1	23.0
12	VMT light trucks and cars only	17,975,219	17,956,476